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THE NEWS LETTER

OF THE

BUREAU OF PUBLIC ROADS

VOL. 1, NO. 5

MARCH 1926

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YOUR ALLY - THE MOTOR VEHICLE

EXTRACTS FROM AN ADDRESS DELIVERED BY PYKE JOHNSON,
WASHINGTON REPRESENTATIVE OF THE NATIONAL AUTOMOBILE
CHAMBER OF COMMERCE, AT THE SATURDAY AFTERNOON MEETING
OF THE BUREAU ON FEBRUARY 27, 1926.

IN THE CONDUCT OF ANY WELL ORGANIZED MANUFACTURING BUSINESS,
IT IS ESSENTIAL THAT THE VARIOUS DEPARTMENTS SHALL MEET FROM TIME
TO TIME TO INSURE A PROPER COORDINATION OF THEIR ACTIVITIES.

SUCH AN OPPORTUNITY IS PROVIDED IN THIS MEETING SINCE, AFTER
ALL, THOSE WHO MAKE THE CAR AND THOSE WHO BUILD THE ROAD ARE PART-
NERS IN THE PRODUCTION OF HIGHWAY TRANSPORT.

ONLY AS EACH OF US HAS A FULL UNDERSTANDING OF THE PROBLEM
CONFRONTING THE OTHER CAN WE HOPE TO TURN OUT AN ARTICLE WHICH WILL
MEET THE REQUIREMENTS OF OUR CUSTOMERS WHO, FROM YOUR STANDPOINT AS
FROM OURS, ARE THE OWNERS AND USERS, NOT ALONE OF THE 20,000,000
MOTOR VEHICLES IN THE UNITED STATES BUT OF MOST OF THE OTHER
5,000,000 USERS WHO ARE SCATTERED THROUGHOUT 114 COUNTRIES.

WHAT IS IT THAT THE USER OF HIGHWAY TRANSPORT REQUIRES?

THE FIRST QUESTION THEN, WHICH BOTH OF US MUST ANSWER IS,
WHAT DOES OUR CUSTOMER, THE PUBLIC, WANT?

AS CLOSELY AS WE CAN GAUGE THAT DEMAND IT MAY BE SUMMED UP
AS FOLLOWS:

"GIVE US A SAFE, WELL-BUILT VEHICLE WHICH CAN BE DEPENDED
UPON TO TAKE US WHERE WE WANT TO GO AT A REASONABLE COST PER MILE."

IF THE SAME QUESTION IS ASKED AS TO ROAD NEEDS, THE RESPONSE
IS:

"GIVE US A SAFE, WELL-BUILT HIGHWAY, OVER WHICH WE CAN TRAVEL
WHERE WE WANT TO GO AT A REASONABLE COST PER MILE."

IN OTHER WORDS THE PUBLIC TAKEN EN MASSE, IS NOT CONCERNING
ITSELF SO MUCH WITH DETAILS OF DESIGN AND TYPES EITHER OF CAR OR
ROAD AS IT IS WITH THE BASIC IDEA OF HAVING AT ITS SERVICE A
THOROUGHLY RELIABLE, USABLE MEDIUM OF TRANSPORTATION.

WHAT CAN BE DONE TO MEET THIS DEMAND?

THE NEXT QUESTION, THEN, IS HOW CAN WE BEST MEET THIS DEMAND?

IT IS NOT THE FUNCTION OF THE CAR MANUFACTURER TO TELL YOU WHAT THE SPECIFICATIONS OF THE ROAD SHOULD BE, ANY MORE THAN A SALES MANAGER CAN TELL A PRODUCTION ENGINEER HOW THE CAR SHALL BE BUILT, BUT IT IS DESIRABLE THAT WE SHALL CONFER WITH YOU AS TO TRENDS IN CAR PRODUCTION, JUST AS IT IS IMPORTANT THAT WE SHALL KNOW WHAT THE TRENDS MAY BE IN ROAD PRODUCTION IF WE BOTH ARE TO MEET WITH THE REQUEST OF THE USING PUBLIC.

A LOOK INTO FUTURE CAR PRODUCTION

SPEAKING GENERALLY AGAIN, THE CHANGES WHICH ARE FORESEEN IN VEHICLE PRODUCTION MAY BE BRIEFLY SUMMARIZED.

THE CAR OF THE FUTURE WILL BE NO LARGER THAN IT IS TODAY AND INSTEAD WILL PROBABLY BE SOMEWHAT SMALLER IN ORDER TO FACILITATE MOVEMENT IN CONGESTED AREAS.

BALLOON TIRES WILL GRADUALLY BE PERFECTED AND WILL BECOME STANDARD EQUIPMENT.

LUBRICATION WILL BE MADE MORE EFFICIENT, PROBABLY ALMOST AUTOMATIC, WHICH WILL TEND TO EASE SPRING ACTION AND HAVE A PRO-
NOUNCED EFFECT UPON ROAD WEAR.

MOTORS WILL BE EVEN BETTER DESIGNED THAN TODAY. THE HORSE-
POWER WILL BE THE SAME OR GREATER, BUT THE WORKMANSHIP WILL IMPROVE AND THE ENGINE WILL BE MORE COMPACT.

A CONSTANT ADJUSTMENT IS TAKING PLACE IN CARBURETORS WHICH WILL INCREASE EFFICIENCY IN FUEL USE.

OVER A PERIOD OF TIME WE SHALL PROBABLY SEE A CHANGE IN THE GEAR SHIFT WHICH WILL RESULT IN THE MULTIPLICATION OF SPEEDS WITH THE RESULT THAT A PRACTICE SIMILAR TO THE USE OF A THROTTLE IN STEAM ENGINES WILL FINALLY BE ATTAINED.

THEORY

The first part of the theory is the definition of the function $f(x)$. The function $f(x)$ is defined as the function which satisfies the following conditions: (1) $f(x)$ is continuous on the interval $[a, b]$; (2) $f(x)$ is differentiable on the interval (a, b) ; (3) $f(a) = 0$ and $f(b) = 0$; (4) $f(x)$ is not identically zero on the interval $[a, b]$. The function $f(x)$ is called a function of the first kind.

THEOREM 1

If $f(x)$ is a function of the first kind on the interval $[a, b]$, then $f(x)$ is differentiable on the interval (a, b) and $f'(x)$ is continuous on the interval $[a, b]$.

The second part of the theory is the definition of the function $F(x)$. The function $F(x)$ is defined as the function which satisfies the following conditions: (1) $F(x)$ is continuous on the interval $[a, b]$; (2) $F(x)$ is differentiable on the interval (a, b) ; (3) $F(a) = 0$ and $F(b) = 0$; (4) $F(x)$ is not identically zero on the interval $[a, b]$. The function $F(x)$ is called a function of the second kind.

THEOREM 2

If $F(x)$ is a function of the second kind on the interval $[a, b]$, then $F(x)$ is differentiable on the interval (a, b) and $F'(x)$ is continuous on the interval $[a, b]$.

The third part of the theory is the definition of the function $G(x)$. The function $G(x)$ is defined as the function which satisfies the following conditions: (1) $G(x)$ is continuous on the interval $[a, b]$; (2) $G(x)$ is differentiable on the interval (a, b) ; (3) $G(a) = 0$ and $G(b) = 0$; (4) $G(x)$ is not identically zero on the interval $[a, b]$. The function $G(x)$ is called a function of the third kind.

The fourth part of the theory is the definition of the function $H(x)$. The function $H(x)$ is defined as the function which satisfies the following conditions: (1) $H(x)$ is continuous on the interval $[a, b]$; (2) $H(x)$ is differentiable on the interval (a, b) ; (3) $H(a) = 0$ and $H(b) = 0$; (4) $H(x)$ is not identically zero on the interval $[a, b]$. The function $H(x)$ is called a function of the fourth kind.

The fifth part of the theory is the definition of the function $I(x)$. The function $I(x)$ is defined as the function which satisfies the following conditions: (1) $I(x)$ is continuous on the interval $[a, b]$; (2) $I(x)$ is differentiable on the interval (a, b) ; (3) $I(a) = 0$ and $I(b) = 0$; (4) $I(x)$ is not identically zero on the interval $[a, b]$. The function $I(x)$ is called a function of the fifth kind.

INCREASING TENDENCY TOWARD USE OF PNEUMATICS

THERE IS AN INCREASING TENDENCY TOWARD THE USE OF PNEUMATIC TIRES. HOW FAR THIS WILL BE CARRIED WILL DEPEND SOLELY UPON THE QUESTION OF THE RELATION BETWEEN THE SAVING IN OPERATING AND ROAD COSTS TO OFFSET THE INCREASE IN THE COST OF CARRIAGE OF THE COMMODITY.

IN SO FAR AS THE TRUCK IS CONCERNED THERE IS NO TREND TOWARD ANY INCREASE OVER THE PRESENT MAXIMUM SIZE OF 7 1/2 TONS. MANUFACTURERS HAVE STANDARDIZED ON THIS AS A MAXIMUM AND WHEN THERE IS A DEMAND FOR A GREATER CAPACITY IT WILL UNDOUBTEDLY TAKE THE DIRECTION OF SEMI-TRAILERS.

WITH RESPECT TO BUS OPERATION IT MAY BE TAKEN AS AXIOMATIC THAT THE MANUFACTURER WILL DO EVERYTHING IN HIS POWER TO ADD TO THEIR RIDING COMFORT. TWO TYPES WILL LARGELY PREVAIL, THE TROLLEY BUS, WHICH WILL BE USED TO CARE FOR MASS TRANSPORTATION AND THE DE LUXE MACHINE WHICH WILL CARE FOR A LIMITED NUMBER OF PASSENGERS AT A MAXIMUM OF COMFORT. SIX WHEELS WILL FREQUENTLY BE USED FOR THE LARGER VEHICLES.

THERE IS NO TREND TOWARD ANY INCREASE OVER THE PRESENT MAXIMUM WIDTH OF 96 INCHES AND GENERALLY SPEAKING IT WILL BE FOUND THAT THIS TYPE, TOGETHER WITH THE MAXIMUM LOAD TRUCK WILL ONLY BE FOUND IN AREAS OF DENSE POPULATION AND LARGE COMMODITY MOVEMENTS.

THERE IS DEVELOPING AN INCREASING USE OF THE SMALL BUS OF LIGHT WEIGHT AND LIMITED CAPACITY WHICH HAS A LARGE FIELD OF OPERATION BEFORE IT IN FEEDER SERVICE AND IN AREAS WHERE THE TRAFFIC NEEDS WILL ONLY PERMIT OF A MODERATE HIGHWAY DEVELOPMENT FOR MANY YEARS TO COME. * * * * *

VEHICLE DESTINED TO BE TIED INTO OTHER TRANSPORT SYSTEMS

AN OUTSTANDING DEVELOPMENT IN THE PAST YEAR HAS BEEN THE GROWING COORDINATION OF THE MOTOR VEHICLE WITH THE STEAM AND ELECTRIC SYSTEMS OF TRANSPORTATION. TODAY THERE ARE 51 RAILROADS USING MOTOR TRUCKS IN THEIR DISTRIBUTION SYSTEM AND A NUMBER OF OFFICIALS OF OTHER RAILROADS ARE STUDYING WAYS AND MEANS OF USING THE VEHICLE.

1. The first part of the report is a general introduction.

2. The second part of the report is a detailed description of the methods used in the study.

3. The third part of the report is a discussion of the results of the study.

4. The fourth part of the report is a conclusion and a list of references.

5. The fifth part of the report is a summary of the findings of the study.

6. The sixth part of the report is a list of the authors' names and their affiliations.

7. The seventh part of the report is a list of the titles of the papers presented at the conference.

8. The eighth part of the report is a list of the names of the speakers at the conference.

GENERALLY SPEAKING, THE PRACTICE HAS CLEARLY DEMONSTRATED THE SUPERIORITY OF THE TRUCK IN SHORT HAUL MOVEMENTS AND THE RESULT OF THIS TRANSPORTATION HAS BEEN TO GEAR UP MAIN LINE RAIL MOVEMENTS AT A SAVING IN OPERATING COST AS WELL AS AT AN ENHANCEMENT OF SAFETY IN TRAVEL DUE TO THE ELIMINATION OF PEDLAR OR LOCAL FREIGHT TRAIN MOVEMENTS.

IN THE BUS FIELD BOTH STEAM AND ELECTRIC CARRIERS ARE BUILDING THE MOTOR VEHICLE INTO THEIR SYSTEMS WITH A RESULTANT SERVICE TO THE PUBLIC OF LARGE CONSEQUENCE FROM THE STANDPOINT OF PUBLIC RELATIONS.

THIS IS A LOGICAL DEVELOPMENT, NO DIFFERENT IN PRINCIPLE FROM THE OTHER TRANSITIONS WHICH HAVE OCCURRED SINCE THE DAYS OF THE STAGECOACH AND CABLE CAR AND IT IS ENTIRELY REASONABLE TO BELIEVE THAT WITHIN A COMPARATIVELY SHORT SPAN OF YEARS THE OLDER TRANSPORTATION CARRIERS WILL OFFER DIFFERENT KINDS OF TRANSPORTATION TO THEIR CUSTOMERS JUST AS RETAIL STORES TODAY CARRY DIFFERENT LINES OF MERCHANDISE.

WHAT ARE THE ROAD REQUIREMENTS OF THESE USERS?

WHAT THEN ARE THE ROAD REQUIREMENTS OF THE USERS OF THIS EVER-GROWING BUSINESS OF HIGHWAY TRANSPORTATION? HERE AGAIN TECHNICAL DETAILS WILL BE AVOIDED BECAUSE THEY LAY OUTSIDE THE FIELD OF THE CAR MANUFACTURER BUT OBSERVATIONS ON THE STATE OF THE MARKET FOR YOUR COMMODITY MAY BE PERTINENT.

FIRST, WHILE THERE HAS BEEN A LARGE INCREASE IN THE MILEAGE OF IMPROVED HIGHWAYS IN THE LAST FIVE YEARS, THE PRIMARY REQUIREMENTS ARE NOT MET EVEN YET.

WHEN I TELL YOU THAT PROPERLY SPACED, THE MOTOR VEHICLES WHICH WE HAVE TODAY COVER 122,653 MILES OF ONE-WAY HIGHWAY OR 60,000 OF TWO-WAY ROAD, AND THAT WE ARE PRODUCING AT THE RATE OF MORE THAN 9,000 MILES OF VEHICLES EVERY YEAR, IT IS EVIDENT THAT THE ROAD DEVELOPMENT PROGRAM IS FAR FROM A SOLUTION.

THOUSANDS UPON THOUSANDS OF MILES MUST BE OPENED UP TO CARE FOR THE GROWING HOSTS OF MOTOR USERS, AND THOUSANDS OF MILES OF ROAD ALREADY IMPROVED MUST BE WIDENED TO MEET VOLUME REQUIREMENTS OR STRENGTHENED TO MEET THE GROWING TONNAGE NEEDS.

NEW CITY STREETS MUST BE CUT THROUGH, BY-PASSES CONSTRUCTED, ARTERIAL HIGHWAYS PROVIDED TO CARE FOR THE MOVEMENT IN OR AROUND OUR CITIES.

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is divided into two main sections: the first section deals with the general situation and the second section deals with the progress of the work.

2. The second part of the report deals with the results of the work during the year. It is divided into two main sections: the first section deals with the results of the work in the field of research and the second section deals with the results of the work in the field of administration.

3. The third part of the report deals with the conclusions of the work during the year. It is divided into two main sections: the first section deals with the conclusions of the work in the field of research and the second section deals with the conclusions of the work in the field of administration.

4. The fourth part of the report deals with the recommendations of the work during the year.

5. The fifth part of the report deals with the summary of the work during the year. It is divided into two main sections: the first section deals with the summary of the work in the field of research and the second section deals with the summary of the work in the field of administration.

6. The sixth part of the report deals with the appendixes of the work during the year. It is divided into two main sections: the first section deals with the appendixes of the work in the field of research and the second section deals with the appendixes of the work in the field of administration.

7. The seventh part of the report deals with the bibliography of the work during the year. It is divided into two main sections: the first section deals with the bibliography of the work in the field of research and the second section deals with the bibliography of the work in the field of administration.

8. The eighth part of the report deals with the index of the work during the year. It is divided into two main sections: the first section deals with the index of the work in the field of research and the second section deals with the index of the work in the field of administration.

9. The ninth part of the report deals with the conclusion of the work during the year. It is divided into two main sections: the first section deals with the conclusion of the work in the field of research and the second section deals with the conclusion of the work in the field of administration.

OVER AND ABOVE THE AVERAGE REQUIREMENTS OF MAIN STATE HIGHWAYS THERE IS A NEED FOR TERMINAL ROADS WHICH WILL CARE FOR THE HEAVIEST TYPE OF MOVEMENTS IN RESTRICTED METROPOLITAN AND OTHER HEAVY TONNAGE AREAS. * * * * *

WHAT CAN BE DONE TO MEET THE SITUATION?

AN ANALYSIS OF ALL OF THESE NEEDS INDICATES THAT SOME WILL REQUIRE LEGISLATIVE ACTION, OTHERS CAN BE MET, IN PART AT LEAST, BY REGULATION, AND STILL OTHERS ARE QUESTIONS OF CONFERENCE AND PUBLIC RELATIONS.

WITH RESPECT TO LEGISLATION, MAY I SAY THAT THE ATTITUDE OF THE MOTOR CAR MANUFACTURERS CAN BE SUMMED UP IN A SINGLE SENTENCE: "HOW WILL THIS EFFECT OUR CUSTOMERS?"

THE REASON IS NOT PHILANTHROPIC IN THE NARROW SENSE OF THE WORD. IT IS, IF YOU PLEASE, INTELLIGENT SELFISHNESS.

THOSE WHO LIVE BY MASS PRODUCTION MUST FIND THEIR MARKETS WITH THE MASSES, CONSEQUENTLY, MUST CONSIDER THEIR NEEDS.

SOUND ROAD ADMINISTRATION ELIMINATES WASTE

THE FIRST OBSTACLE WHICH STANDS IN THE WAY OF ECONOMIC USE OF THE MOTOR VEHICLE IS UNIMPROVED HIGHWAYS AND FOR THAT REASON THE CAR MANUFACTURERS HAVE CORDIALLY SUPPORTED ALL SOUND LEGISLATION LOOKING TO ROAD IMPROVEMENT.

UN SOUND ROAD IMPROVEMENT, WHETHER IT TAKES THE FORM OF LACK OF PROPER ENGINEERING CONTROL, OF OVER OR UNDER-DEVELOPMENT, OR LACK OF MAINTENANCE, IMMEDIATELY PENALIZES THE CAR OWNER EITHER IN HEIGHTENED TRANSPORTATION COSTS OR AS A TAXPAYER, IN WASTE OF HIS FUNDS.

IT IS IN RECOGNITION OF THIS FACT THAT THE MOTOR MANUFACTURERS STAND SQUARELY BEHIND THE CONTINUANCE OF FEDERAL APPROPRIATIONS AND OF STRONG, CENTRALIZED ENGINEERING AND ECONOMIC CONTROL VESTED IN THE FEDERAL AND STATE GOVERNMENTS.

THE
FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535

TO : DIRECTOR, FBI
FROM : SAC, NEW YORK
SUBJECT: [Illegible]

RE: [Illegible]

1. [Illegible]

2. [Illegible]

DISCRIMINATORY TAXES OPPOSED AS A MATTER OF PRINCIPLE

THE ATTITUDE OF THE MANUFACTURERS TOWARD TAXATION OF THE MOTOR VEHICLE IS JUST AS CLEARLY DEFINED.

THEY ARE OPPOSED TO THE WAR TIME EXCISE TAXES BECAUSE THESE TAXES SINGLE OUT ONE GROUP TO BEAR AN UNDUE SHARE OF A BURDEN WHICH SHOULD BE SHARED EQUALLY BY ALL.

THERE IS AND HAS BEEN NO RELATION BETWEEN THE FEDERAL HIGHWAY ACT AND MOTOR EXCISE TAXES. THE FIRST WAS PASSED FIRST ON THE GROUND OF COMMON WELFARE. IF IT COULD NOT BE JUSTIFIED ON THAT GROUND ALONE, THEN UNDER THE CONSTITUTION THE FEDERAL GOVERNMENT HAS NO AUTHORITY TO PARTICIPATE IN HIGHWAY IMPROVEMENT.

BUT, THE CONSTITUTION DOES RECOGNIZE THAT RESPONSIBILITY IN UNQUALIFIED LANGUAGE, AND THE PART WHICH THE FEDERAL APPROPRIATIONS, SMALL AS THEY ARE, HAVE PLAYED IN RAISING THE STANDARD OF ROAD WORK IN THIS COUNTRY HAS INSURED THEIR CONTINUANCE AS A MATTER OF TRUE ECONOMY.

IT IS EQUALLY TRUE THAT THE ACTION OF THE HOUSE IN ELIMINATING ALL OF THE MOTOR EXCISE TAXES EXCEPT THAT ON PASSENGER CARS, WHICH HAS BEEN REDUCED, AND THE ACTION OF THE SENATE IN VOTING FOR COMPLETE REPEAL, CONSTITUTES A PRECEDENT FOR THE COMPLETE REPEAL OF THESE LEVIES WHEN AND AS REVENUE NEEDS PERMIT.

SANE REGULATION IS ESSENTIAL TO MOTOR TRAFFIC

SANE REGULATION OF TRAFFIC IS RECOGNIZED BY EVERY ONE AS NECESSARY TO THE SAFE AND EXPEDITIOUS MOVEMENT OF GOODS AND PERSONS ON OUR HIGHWAYS AND THE INDUSTRY ACTING IN CONCERT WITH GOVERNMENT OFFICIALS HAS BEEN THE FIRST TO INSIST UPON DRASTIC PUNISHMENT FOR THOSE WHO IGNORE THE RIGHTS OF OTHERS ON THE ROAD.

THE MANUFACTURERS BELIEVE IN WEIGHT AND SPEED LIMITATIONS PROVIDED BOTH ARE APPLIED WITH A VIEW TO CONSERVING THE PUBLIC INTEREST AND NOT SIMPLY FOR REPRESSIVE PURPOSES.

THEY CONDEMN OVERLOADING OF TRUCKS AND OVER-SPEEDING OF BUSES, DRIVING WITHOUT PERMIT AND ANY AND ALL PRACTICES WHICH ARE CONTRARY TO THE PUBLIC WELFARE.

FAVOR INTERSTATE REGULATION OF BUS BUT NOT OF TRUCK

WITH RESPECT TO THE PROPOSAL THAT THE UNITED STATES GOVERNMENT REGULATE THE COMMON CARRIER IN INTERSTATE COMMERCE, THEY BELIEVE THAT THE BUS SHOULD BE REGULATED AND THEY OPPOSE SIMILAR TREATMENT FOR THE TRUCK.

THE REASON RESTS IN THE SHARP DISSIMILARITY WHICH EXISTS IN THE USE OF THE TWO VEHICLES, AND IN THE FACT THAT WHILE THE BUS IS DISTINCTLY A GROWING ELEMENT IN INTERSTATE MOVEMENT, TRUCK PRACTICE IS TRENDING SHARPLY IN THE OPPOSITE DIRECTION.

THE REASONS CAN BE BRIEFLY STATED.

THE BUS SERVES BEST WHEN IT TRAVELS OVER A FIXED ROUTE BETWEEN FIXED TERMINI AT STATED INTERVALS.

THE TRUCK SERVES BEST WHEN IT DOES NEITHER.

IN OTHER WORDS, BUS CARGOS DELIVER THEMSELVES, BUT MOTOR TRUCK CARGOS ARE ONLY HANDLED MOST EXPEDITIOUSLY AND ECONOMICALLY WHEN THE LOAD IS CARRIED FROM SHIPPER'S PLATFORM TO CONSUMER'S GATE. SINCE THESE BOTH VARY, FIXED SCHEDULES RARELY PERMIT OF A FULLY ECONOMIC OPERATION.

SHIPPER CAN BUY TRUCK, PASSENGER WON'T BUY BUS

THERE IS ANOTHER AND SALIENT POINT OF DIFFERENCE.

THE THEORY OF TRANSPORTATION REGULATION HAS ALWAYS BEEN PUNITIVE.

WHILE BUS FRANCHISES MUST BE LIMITED IF THE PUBLIC IS TO RECEIVE THE SERVICE IT DEMANDS AND CONSEQUENTLY JURISDICTION MUST OBTAIN OVER FARES AND ROUTES, THERE IS NO PARALLEL HERE WITH TRUCK SERVICE.

THE PASSENGER WON'T BUY A BUS IF RATES ARE UNREASONABLE OR SCHEDULES IMPROPERLY MAINTAINED.

BUT THE SHIPPER, UNLIKE THE RAILROAD SHIPPER, HAS A PUBLIC ROAD AT HIS SERVICE AND HE CAN GO OUT AND BUY A TRUCK IF RATES BECOME UNREASONABLE.

OR HE CAN USE A CONTRACT CARRIER WHICH THE SUPREME COURT HAS RULED ARE NOT COMMON CARRIERS.

REPORT OF THE
COMMISSIONER OF THE
BUREAU OF LAND MANAGEMENT

TO THE
UNITED STATES DEPARTMENT OF THE INTERIOR
WASHINGTON, D. C.

FOR THE YEAR ENDING

1911

BY

THE

COMMISSIONER OF THE

BUREAU OF LAND MANAGEMENT

CONSEQUENTLY, THERE IS NO LIKELIHOOD OF THE MOTOR TRUCK EVER SETTING UP A MONOPOLY CONTRARY TO THE PUBLIC INTEREST.

COMMON CARRIER PRACTICALLY NON-EXISTENT IN TRUCK FIELD

FINALLY, IT IS A FACT, BORNE OUT BY THE STUDIES OF THE BUREAU OF PUBLIC ROADS, THAT COMMON CARRIER MOTOR TRUCK LINES TEND TO DECREASE RATHER THAN TO GROW IN NUMBER.

A SUPPLEMENTARY INDEX STUDY WHICH WE HAVE JUST MADE PENDING MORE EXHAUSTIVE SURVEYS BY THE GOVERNMENT INDICATES THE TRUTH OF THIS CONCLUSIVELY.

IN SEVERAL STATES WHERE THERE ARE TENS OF THOUSANDS OF MOTOR TRUCKS IN OPERATION, THE COMMON CARRIER LINES NUMBER BUT FROM TEN TO FIFTY, USING LESS THAN A TOTAL OF ONE HUNDRED TRUCKS.

WHEN AN ANALYSIS IS MADE OF THE PERCENTAGE OF THESE CROSSING STATE LINES THE FIGURE APPROACHES ZERO.

ANY ATTEMPT TO CHECK THE USE OF THE TRUCK AS A COMMON CARRIER BY THE ENACTMENT OF OPPRESSIVE TAXATION OR REGULATION SIMPLY RESULTS IN TRANSFER TO ANOTHER AND MORE FAVORED LEGAL STATUS AND THE TONNAGE CARRIED IS NOT AFFECTED.

UNFAIR TAXATION WILL NOT BE TOLERATED BY USERS

THERE ARE THOSE WHO INSIST THAT THE TRUCK IS NOT PAYING ITS WAY. THERE ARE CASES WHERE IT SHOULD PAY MORE THAN IT DOES, BUT IN THE MAIN, THE VEHICLE IS DOING ITS PART.

THOSE WHO THINK IT CAN BE MADE TO PAY MORE THAN A FAIR SHARE SHOULD MAKE AN ANALYSIS OF THE OWNERSHIP OF THESE VEHICLES. IN THE MAIN THEY BELONG TO LARGE MANUFACTURERS, PRODUCERS AND DISTRIBUTORS WHO PAY A VERY LARGE PROPORTION OF THE TAXES.

THAT THEY WILL PERMIT THEMSELVES TO BE DEPRIVED OF THE SERVICES OF AN ARTICLE WHICH IS PRACTICALLY INDISPENSABLE IN MODERN BUSINESS IS UNTHINKABLE NOR WILL THE CONSUMERS WHO EVENTUALLY PAY THE COST OF MATERIALS HAULED IN THESE VEHICLES, REST CONTENT IF THEIR LIVING COSTS ARE UNFAIRLY AFFECTED.

SHOULD PAY REASONABLE SHARE OF HIGHWAY COSTS

ON THE OTHER HAND, LET IT BE NOTED THAT THE MANUFACTURERS HOLD NO BRIEF AGAINST FAIR TAXATION OF ANY MOTOR VEHICLE SO LONG AS THE FUNDS SO LEVIED GO INTO ROAD PURPOSES.

A FAIR TAX ON THE MOTOR VEHICLE WHEN APPLIED TO ROAD USES PRODUCES A SPECIAL BENEFIT IN THE FORM OF LOWERED TRANSPORTATION COSTS.

THAT THE MOTOR VEHICLE USERS WHO CONSTITUTE IN THEMSELVES A MAJORITY OF THE VOTING POWER OF THE COUNTRY, HAVE ACCEPTED THIS PRINCIPLE IS BEST EVIDENCED BY THE FACT THAT THE TAXES NOW PAID BY THEM ABOUT OFFSET THE ENTIRE CURRENT TAX BURDEN FOR CONSTRUCTION AND MAINTENANCE OF ALL OF THE HIGHWAYS OF THE COUNTRY.

THE MONEY THEY PAY DOES NOT ALWAYS GO INTO THE ROAD IT IS TRUE, BUT THEIR DOLLARS OFFSET OTHERS AND THE RESULT IS THE SAME.

CONFERENCE BEST MEDIUM FOR CLEARING UP CONTROVERSIES

ASIDE FROM THOSE QUESTIONS WHICH REQUIRE LEGAL ACTION, THERE ARE MANY CONTROVERSIAL POINTS WHICH HAVE LENT THEMSELVES TO SETTLEMENT BY CONFERENCE.

IT HAS BEEN THE PLEASURE OF THE MOTOR CAR MANUFACTURERS TO PARTICIPATE IN MANY SUCH DISCUSSIONS WITH THE HIGHWAY OFFICIALS AND THE RESULTS HAVE GREATLY INURED TO THE PUBLIC GOOD.

THE JOINT HIGHWAY TRANSPORT COMMITTEE MADE UP OF REPRESENTATIVES OF THE NATIONAL AUTOMOBILE CHAMBER OF COMMERCE, THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS AND THE BUREAU OF PUBLIC ROADS HAS BEEN ABLE TO SETTLE MANY DOUBTFUL QUESTIONS.

IN THESE MEETINGS THE ADVICE OF NON-PARTISAN ECONOMISTS, OF BANKERS AND OF FARMERS, HAS BEEN SOUGHT AND IN THIS WAY PRINCIPLES HAVE BEEN ARRIVED AT WHICH HAVE MET WITH THE UNANIMOUS ENDORSEMENT OF THE PUBLIC GENERALLY. * * * * *

DECISION OF THE COMPTROLLER GENERAL

CONTRIBUTED BY THE LEGAL SECTION

A DECISION OF CONSIDERABLE INTEREST WAS RENDERED BY THE COMPTROLLER GENERAL OF THE UNITED STATES ON FEBRUARY 2, 1926. THE FOREST SERVICE HAD SUBMITTED A QUESTION CONCERNING THE USE OF FUNDS PROVIDED FOR CARRYING OUT THE PROVISIONS OF SECTION 23 OF THE FEDERAL HIGHWAY ACT. IT WAS DESIRED TO CONSTRUCT TWO BUILDINGS ON GOVERNMENT LAND IMMEDIATELY ADJACENT TO THE PAYETTE NATIONAL FOREST, IDAHO, FOR THE STORAGE AND REPAIR OF TOOLS AND EQUIPMENT USED IN THE MAINTENANCE OF ROADS AND TRAILS IN THAT FOREST. THE COMPTROLLER GENERAL DECIDED THAT, IN THE ABSENCE OF SPECIFIC STATUTORY AUTHORITY, THE APPROPRIATIONS MADE FOR CARRYING OUT THE PROVISIONS OF SECTION 23 OF THE FEDERAL HIGHWAY ACT WERE NOT AVAILABLE FOR THE CONSTRUCTION OF THE BUILDINGS PROPOSED.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861.

2. The second part is a report from the Secretary of the Treasury, dated January 1, 1861, on the state of the Treasury.

3. The third part is a report from the Secretary of the Interior, dated January 1, 1861, on the state of the Interior.

4. The fourth part is a report from the Secretary of the Navy, dated January 1, 1861, on the state of the Navy.

5. The fifth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

6. The sixth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

7. The seventh part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

8. The eighth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

9. The ninth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

10. The tenth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

11. The eleventh part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

12. The twelfth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

13. The thirteenth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

14. The fourteenth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

15. The fifteenth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

16. The sixteenth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

17. The seventeenth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

18. The eighteenth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.

19. The nineteenth part is a report from the Secretary of the War, dated January 1, 1861, on the state of the War.

20. The twentieth part is a report from the Secretary of the State, dated January 1, 1861, on the state of the State.



In 1924 the people of the United States spent over eight billion dollars for tobacco, liquor, amusements, chewing gum and other non-essentials. One billion dollars was spent for roads. Thus the highway expenditure was two great.



The Professor says:
Why worry about
Road Taxes

WHEN

Half the annual expenditures for non-essentials will build the whole Federal Aid Highway System

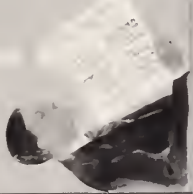


A QUESTION OF ECONOMICS

DOES ROAD IMPROVEMENT PAY ?

ASK MAINE

456,000 tons of goods are imported every month into Maine. The goods are paid for in cash. It would save by actual estimate on every mile paved, 456,000 tons of goods, 456,000 motor vehicles and a mile which would be paving in less than 5 years.



Maine says it pays



THE MOTOR VEHICLE PAYS

Why Federal Aid and State Roads are our most important highways. Why are paid for by the State and Federal Government.



In 1924
The Federal expenditure was \$35,749,898
The State expenditure was \$58,531,186
TOTAL FOR HIGHWAYS \$94,281,084.

The Motor Vehicle pays for motor vehicles every \$141,415,594
The Motor Vehicle pays for motor vehicles every \$32,286,742
The Motor Vehicle pays for motor vehicles every \$9,000,000

INCOME FROM MOTOR VEHICLES \$536,442,336

COMPARE THE TOTALS



CONTROL OF THE ZIG ZAG RIVER ON THE MOUNT HOOD LOOP IN OREGON

COMPILED BY THE DIVISION OF CONSTRUCTION FROM A SPECIAL REPORT
SUBMITTED BY W. G. PETERS, ASSOCIATE HIGHWAY ENGINEER OF
DISTRICT I.

A SYSTEM OF CONCRETE PIERS CONNECTED BY STEEL CABLES HAS BEEN USED SUCCESSFULLY TO PREVENT THE OVERFLOW OF A PORTION OF THE ZIG ZAG RIVER PARALLELING THE MOUNT HOOD LOOP ROAD IN OREGON. THIS WORK WAS COMPLETED IN OCTOBER 1923. IN 1921, WHEN THE ROAD WAS FIRST CONSTRUCTED, SOME LOG CRIBBING WAS BUILT ABOUT 800 FEET ABOVE THE ZIG ZAG RIVER BRIDGE WITH THE INTENTION OF RETAINING THE FLOW OF THE WATER WITHIN THE EXISTING STREAM BED. THIS TYPE OF CONSTRUCTION WAS UNSUCCESSFUL. IN JANUARY, 1923, THE FLOOD FLOW OF THE RIVER WAS UNUSUALLY HIGH WITH THE RESULT THAT IT BROKE THROUGH ITS BANK BETWEEN THE CRIBBING AND THE BRIDGE. ONE SUMMER COTTAGE WAS WASHED AWAY, A PORTION OF THE GRADE WAS DESTROYED AND BOWLDERS WERE LEFT IN A MASS ON THE ROAD.

TO INSURE AGAINST SIMILAR DAMAGE IN THE FUTURE IT WAS DECIDED TO CONSTRUCT ALONG THE LOW BANK OF THE STREAM A SYSTEM OF CONCRETE PIERS CONNECTED BY A SERIES OF CABLES. THIS WORK WAS DONE IN OCTOBER, 1923. AFTER COMPLETION BRUSH AND DEBRIS WERE PILED AGAINST AND INTERWOVEN BETWEEN THE CABLES TO BEGIN THE COLLECTION OF DRIFT DURING FUTURE HIGH WATER, AND THUS BUILD UP A BARRIER TO THE FLOW. FIGURES 1 AND 2 SHOW THE PIERS, CABLES AND DEBRIS IN DETAIL.

DURING THE FLOOD STAGE, THIS RIVER CARRIES A LARGE AMOUNT OF SILT, SAND AND GRAVEL, IN ADDITION TO BRUSH, LOGS AND OTHER DEBRIS. BY USING THE PIERS AND CABLES TO CATCH THIS DEBRIS AT THE THREATENED PART OF THE BANK, THE FLOW OF WATER IS STOPPED TO SUCH AN EXTENT THAT THE SEDIMENT IS DEPOSITED ALONG WITH THE FLOATING MATTER. THE BRUSH AND LOGS, COMBINED WITH THE SAND AND GRAVEL, NATURALLY BUILD UP A MATTED BAR OF INTERLOCKED MATERIALS, PROGRESSING WITH THE RISING OF THE WATER.

THE LARGEST PIER WAS PLACED ADJACENT TO THE BRIDGE ABUTMENT. IT WAS 9 FEET 10-1/2 INCHES SQUARE AT THE TOP AND 16 FEET 9 INCHES SQUARE AT THE BOTTOM, WITH AN AVERAGE HEIGHT OF 11 FEET 2 INCHES AND A DIFFERENCE IN HEIGHT OF 4 FEET 4 INCHES BETWEEN THE HIGH AND LOW CORNERS. IT CONTAINED 75 CUBIC YARDS OF CONCRETE. THE PIER AT THE UPPER END OF THE BARRIER - 440 FEET DISTANT - AND THE INTERMEDIATE PIERS WERE SMALLER. THE UPPER PIER, ALSO SQUARE, MEASURED 8 FEET 4-1/2 INCHES AT THE TOP AND 14 FEET 9 INCHES AT THE BOTTOM, HAD AN AVERAGE HEIGHT OF 10 FEET 9-1/2 INCHES, AND CONTAINED 60 CUBIC YARDS OF CONCRETE. THE EIGHT INTERMEDIATE PIERS WERE 3 FEET 9 INCHES SQUARE ON TOP AND 10 FEET 9 INCHES ON A SIDE AT THE BASE



FIGURE 1. - CLOSE-UP OF ONE OF THE PIERS WITH THE STEEL CABLES EMBEDDED IN THE CONCRETE. THE WOODEN POST SPREADERS HOLD THE CABLES IN THE PROPER POSITION.



FIGURE 2. - THE PIERS WERE PLACED WITH THE HIGHEST CORNERS FARTEST FROM THE CENTER LINE OF THE STREAM.

WITH AN AVERAGE HEIGHT OF 9 FEET 9 INCHES AND A CUBIC CONTENT OF 23.5 CUBIC YARDS.

THE FIVE LINES OF 1-1/4-INCH GALVANIZED WIRE CABLE WERE SPACED ONE FOOT APART, THE BOTTOM ONE TWO FEET ABOVE THE GROUND. TWO 6 BY 6-INCH BY 6-FOOT FIR SPREADERS BETWEEN EACH PAIR OF PIERS MAINTAINED THE SPACING.

CONCRETE WAS MACHINE MIXED IN THE PROPORTION OF 1:3:6 AND AS MANY BOWLDERS AS POSSIBLE WERE USED WITHOUT LEAVING VOIDS. THE PIERS WERE PUT DOWN TO A GOOD FOUNDATION, AND PROJECTED ABOVE THE GROUND ABOUT SEVEN OR EIGHT FEET.

A TOTAL OF \$5,087.50 WAS SPENT FOR LABOR, MATERIALS AND ENGINEERING IN CONNECTION WITH THE WORK OF PLACING THE TOTAL OF 323 CUBIC YARDS OF CONCRETE IN THE PIERS, THE COST BEING DIVIDED AS FOLLOWS:

<u>ITEM</u>	<u>LABOR</u>	<u>MATERIAL SUPPLIES</u>	<u>TOTAL</u>
CLEARING	\$ 11.86	\$ 2.36	\$ 14.22
EXCAVATION	81.11	15.70	96.81
PLANT INSTALLATION		2.10	2.10
FORMS	486.24	203.94	690.18
CABLE INSTALLATION	102.89	1,111.37	1,214.26
CONCRETE	774.49	1,664.09	2,438.58
EQUIPMENT RENTAL		631.15	631.15
TOTALS	<u>\$1,456.59</u>	<u>\$3,630.71</u>	<u>\$5,087.30</u>

THIS GIVES A COST OF \$15.75 PER CUBIC YARD FOR CONCRETE.

PRORATED ENGINEERING AND MISCELLANEOUS CHARGES ARE INCLUDED IN THE ABOVE AS FOLLOWS:

<u>ITEM</u>	<u>LABOR</u>	<u>MATERIAL SUPPLIES</u>	<u>TOTAL</u>
MISCELLANEOUS	\$287.19	\$357.65	\$644.84
ENGINEERING	102.23	36.82	139.05
	<u>\$389.42</u>	<u>\$394.47</u>	<u>\$783.89</u>

THIS WORK WAS DONE BY BUREAU FORCES.

NEW PROJECT STATEMENT FORM INCREASES LENGTH OF PROJECTS

CONTRIBUTED BY THE DIVISION OF DESIGN

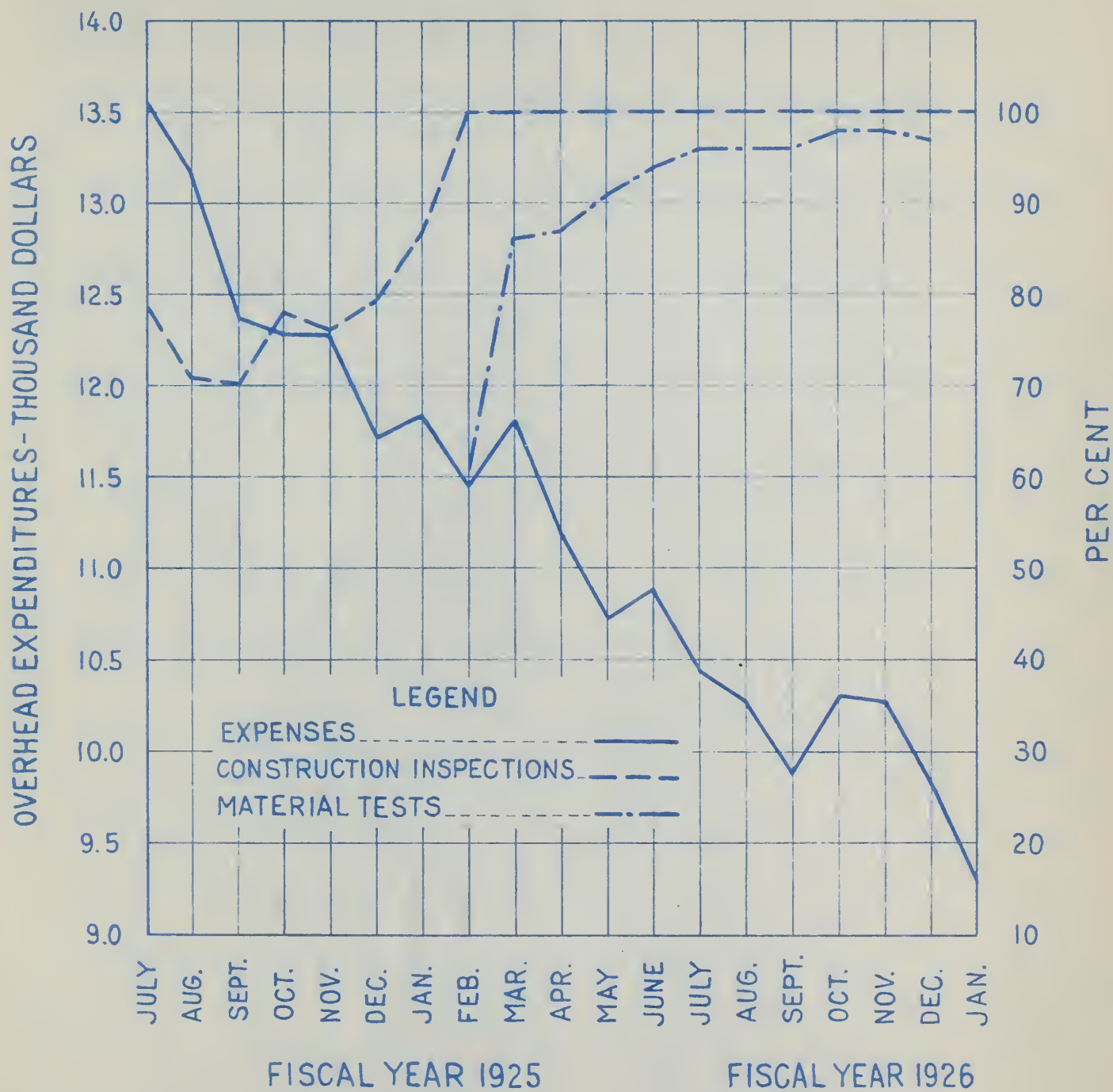
ONE OF THE REASONS FOR ADOPTING THE NEW PROJECT STATEMENT FORM IN 1923 WAS TO OBTAIN LONGER FEDERAL-AID HIGHWAY PROJECTS. STATISTICS RECENTLY COMPILED CLEARLY INDICATE THAT THE PURPOSE IS BEING SUCCESSFULLY ACCOMPLISHED.

FROM SEPTEMBER, 1916, TO DECEMBER 31, 1923, THE NUMBER OF PROJECT STATEMENTS RECEIVED BY THE BUREAU AND APPROVED BY THE SECRETARY OF AGRICULTURE WAS 7,498. THESE PROVIDED FOR 64,311 MILES OF HIGHWAY IMPROVEMENTS. THE AVERAGE NUMBER OF PROJECT STATEMENTS APPROVED EACH YEAR DURING THIS PERIOD WAS 1,071. AN ANALYSIS INDICATES THAT THE AVERAGE MILEAGE PER PROJECT STATEMENT PER YEAR VARIED FROM 11.1 MILES IN 1917 TO 7.3 MILES IN 1921, OR AN AVERAGE OF 8.5 MILES FOR THE PERIOD EXTENDING FROM 1916 TO 1923.

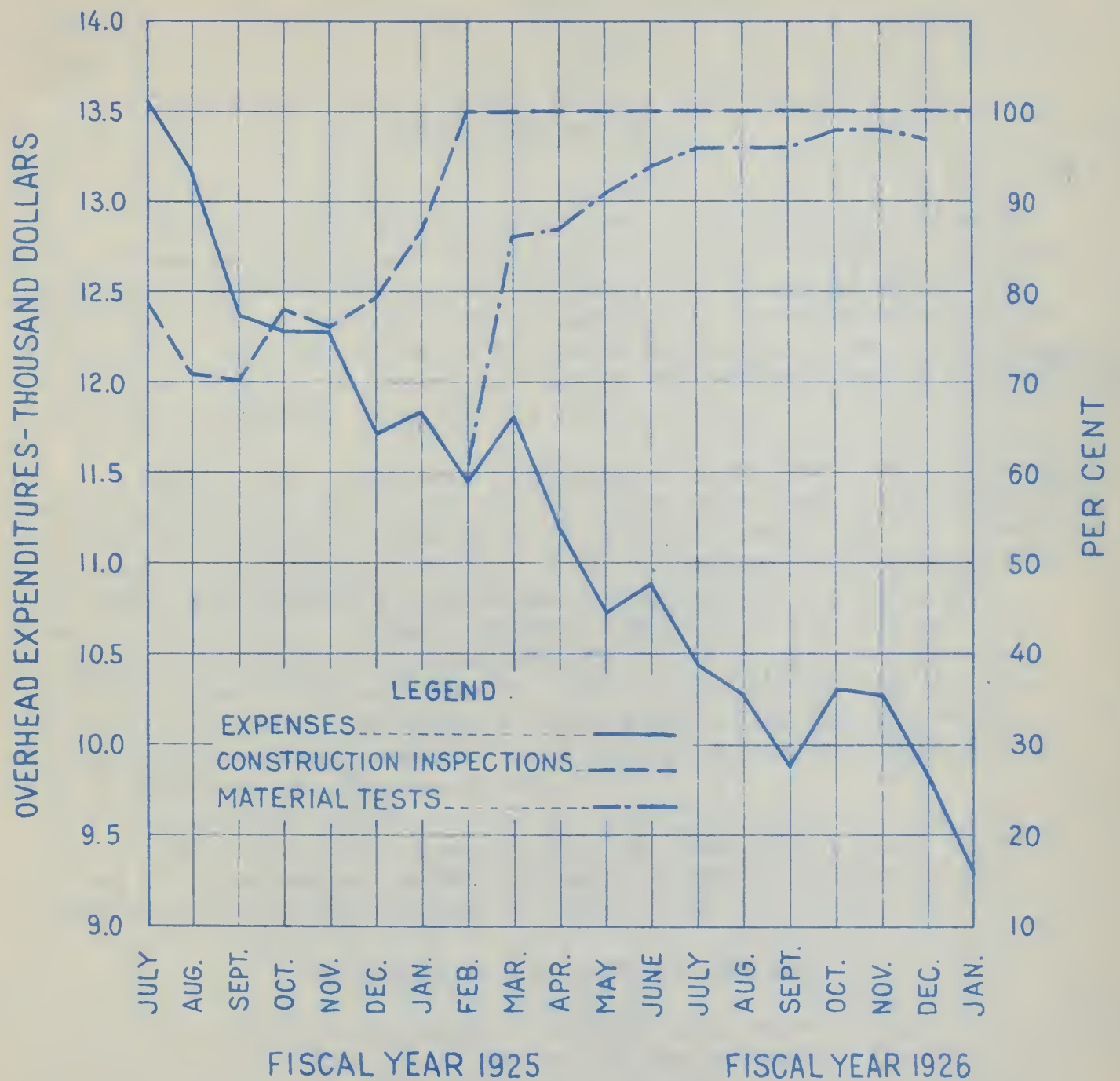
THE NEW PROJECT STATEMENT FORM WAS IN GENERAL USE BY ALL THE STATES IN JANUARY, 1924. FROM THIS DATE TO JANUARY 1, 1926, THE TOTAL NUMBER OF PROJECT STATEMENTS APPROVED WAS 1,929. THESE PROVIDED FOR THE IMPROVEMENT OF 40,968 MILES OF HIGHWAYS. DURING THIS PERIOD, THE NUMBER OF APPROVED PROJECTS AVERAGED 964 PER YEAR AND THE AVERAGE MILEAGE PER PROJECT STATEMENT PER YEAR WAS 22.3 MILES. THE ANALYSIS OF THE STATISTICS FOR THE TWO PERIODS INDICATES THAT WITH THE NEW FORM THE AVERAGE NUMBER OF PROJECT STATEMENTS PER YEAR HAS BEEN REDUCED BY 107, WHILE THE AVERAGE LENGTH PER PROJECT HAS BEEN INCREASED BY 13.8 MILES.

THE STATISTICS SHOW THAT A TOTAL OF 9,427 PROJECT STATEMENTS HAD BEEN APPROVED TO JANUARY 1, 1926. THEY PROVIDED FOR 105,279 MILES OF FEDERAL-AID HIGHWAY IMPROVEMENTS, AND REPRESENT A TOTAL ESTIMATED COST OF \$1,985,562,203.90. OF THIS AMOUNT, 3,572 MILES OF HIGHWAY, REPRESENTING A TOTAL COST OF \$23,173,628.00, ARE NOT ON THE APPROVED FEDERAL-AID HIGHWAY SYSTEM, BUT WERE ON THE POST ROADS IN THE SEVERAL STATES. THE MILEAGE INVOLVED IN THE APPROVED PROJECT STATEMENTS IS APPROXIMATELY 52 PER CENT OF THE MILEAGE ON THE FEDERAL-AID HIGHWAY SYSTEM AND APPROXIMATELY 3.7 PER CENT OF THE CERTIFIED MILEAGE OF THE UNITED STATES.

THE NUMBER OF PROJECT STATEMENTS APPROVED EACH YEAR FROM 1916 TO 1925, INCLUSIVE, VARIED FROM 221 IN 1917 TO 1,536 IN 1920. THE AVERAGE NUMBER APPROVED WAS 1,047 PER YEAR. THE MILEAGE INVOLVED IN THE PROJECT STATEMENTS VARIED FROM 0.5 TO 153.0 MILES. THE AVERAGE LENGTH PER PROJECT WAS 11.1 MILES AND THE AVERAGE ESTIMATED COST WAS \$18,860.00 PER MILE.



GRAPH - SHOWING THE INCREASE IN THE PERCENTAGES OF CONSTRUCTION INSPECTIONS AND MATERIAL TESTS WITH A CORRESPONDING DECREASE IN OVERHEAD EXPENSES IN DISTRICT 6 DURING THE FISCAL YEARS 1925 AND 1926. THE COST OF NEW AUTOMOBILES IS NOT INCLUDED IN THE OVERHEAD EXPENSE.



GRAPH - SHOWING THE INCREASE IN THE PERCENTAGES OF CONSTRUCTION INSPECTIONS AND MATERIAL TESTS WITH A CORRESPONDING DECREASE IN OVERHEAD EXPENSES IN DISTRICT 6 DURING THE FISCAL YEARS 1925 AND 1926. THE COST OF NEW AUTOMOBILES IS NOT INCLUDED IN THE OVERHEAD EXPENSE.

BUREAU CALIBRATING BRICK RATTLER TEST FOR BRICK OF VARIOUS THICKNESSES

AS AN OUTGROWTH OF THE EXPERIMENTS NOW BEING CONDUCTED BY THE BUREAU AT ARLINGTON, VIRGINIA, TO DETERMINE THE RELATIVE VALUE OF PAVING BRICK OF VARIOUS THICKNESSES, THE BUREAU IS NOW MAKING RATTLER TESTS ON THE BRICK OF THE SEVERAL THICKNESSES SUPPLIED FOR THE TEST. THE OBJECT IS TO DETERMINE WHAT CORRECTION FACTORS SHOULD BE APPLIED TO THE SPECIFICATION REQUIREMENTS FOR BRICKS OF STANDARD THICKNESS, TO ALLOW FOR THE DIFFERENCE IN THICKNESS.

AS THE BRICK SUPPLIED FOR THE ARLINGTON TEST THROUGH THE COURTESY OF THE AMERICAN PAVING BRICK MANUFACTURERS' ASSOCIATION ARE OF PRACTICALLY UNIFORM QUALITY, IT IS ASSUMED THAT THE AMOUNT OF LOSS OBTAINED IN THE RATTLER TEST ON SAMPLES OF EACH THICKNESS COMPARED WITH THE LOSS WHEN STANDARD 3-1/2 BY 4 BY 8-1/2 INCH BRICK ARE USED WILL PERMIT THE ESTABLISHMENT OF THE DESIRED CORRECTION FACTORS FOR THICKNESSES OF 2, 2-1/2, 3 AND 4 INCHES RESPECTIVELY. THE BRICK SECURED FOR THE ARLINGTON TEST ARE COMPARATIVELY HARD. THE RATTLER TESTS WILL BE MADE ON ALL THICKNESSES OF THE BRICK, AND WILL BE REPEATED ON THE SAME THICKNESSES OF A SOFTER BRICK OF UNIFORM QUALITY.

THE RESULTS OF THE TESTS WILL BE USED AS THE BASIS FOR A PAPER TO BE PRESENTED TO THE FORTHCOMING ANNUAL MEETING OF THE AMERICAN ASSOCIATION FOR TESTING MATERIALS.

RESEARCH APPLIED TO BRIDGE DESIGN

THE VALUE OF RESEARCH IS INDICATED BY RECENT TRENDS IN BRIDGE DESIGN. SINCE THE PUBLICATION OF THE BRIDGE IMPACT STUDIES BY THE IOWA STATE COLLEGE EXPERIMENT STATION IN COOPERATION WITH THE IOWA STATE HIGHWAY COMMISSION AND THE BUREAU, THERE HAS BEEN A GENERAL REVISION OF THE SPECIFICATION FOR IMPACT ALLOWANCE WHERE THE FORMER ALLOWANCE WAS INADEQUATE. IN SOME CASES PROVISION IS NOW MADE FOR IMPACT WHERE FORMERLY NONE WAS MADE.

INVESTIGATIONS ON THE PROTECTION OF CONCRETE AGAINST ALKALI BY THE BUREAU HAVE NOW REACHED A POINT WHERE THE RESULTS CAN BE APPLIED TO CONSTRUCTION. THE BUREAU HAS RECENTLY RECOMMENDED THAT A PROTECTIVE TREATMENT BE GIVEN CONCRETE FOR USE IN SALT AND ALKALI WATER, THE METHOD OF TREATMENT TO BE ALONG THE LINES INDICATED BY THE RESEARCH REPORT "PROTECTION OF CONCRETE AGAINST ALKALI" PRINTED IN THE JANUARY ISSUE OF PUBLIC ROADS.



THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first people who lived on this land, and continues through the years of exploration, settlement, and the struggle for independence. The story is one of a people who have built a great nation, and who are still building it today.

The first people who lived on this land were the Indians. They were here long before the Europeans came. They lived in small groups, and they were very skilled at hunting and farming. They were the first to teach the Europeans how to live in this land.

The Europeans came to this land in the 15th century. They were looking for new places to settle, and they found this land. They were very interested in the land, and they began to settle here. They brought with them many new things, and they taught the Indians how to live in a different way.

The Indians and the Europeans lived together for many years. They learned from each other, and they grew to love each other. But in the 17th century, the Europeans began to fight with each other. They wanted to own the land, and they fought for it. The Indians were caught in the middle, and they were very sad.

The fighting continued for many years. The Europeans won, and they took the land. The Indians were forced to live on small pieces of land, and they were very poor. They were not allowed to live in their own way, and they were not allowed to have their own government.

The Indians were very angry. They wanted to fight back, but they were not allowed to. They were forced to live in a way that was not their own. They were not happy, and they were very sad.

The story of the United States is a story of a people who have built a great nation. It is a story of growth and change, and it is a story of a people who are still building it today.

TABLE P-1 (1926)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADSB.P.R.-R.S.-A-1
P-1 1926ESTIMATED PROGRAM OF STATE AND LOCAL EXPENDITURES
FOR CALENDAR YEAR 1926

STATES	GRAND TOTAL EXPENDITURES (ESTIMATED) ON STATE AND LOCAL ROADS	PROBABLE EXPENDITURES BY STATE HIGHWAY DEPARTMENTS					PROBABLE EXPENDITURES ON ROADS AND BRIDGES BY LO- CAL AUTHORITIES	ESTIMATED ROAD MILEAGE TO BE CONSTRUCTED BY ST. HWY. DEPTS.				STATES
		CONSTRUCTION AND MAINTENANCE	FOR CONSTRUCTION		FOR MAINTENANCE ONLY	TOTAL		EARTH IM- PROVED	SAND- CLAY GRAVEL & MACADAM	ASPHALT CONCRETE AND BRICK	MILES MAINTAIN- ED BY STATE HIGHWAY DEPT.	
			Roads	Bridges								
ALABAMA	\$ 21,900,000	\$ 9,900,000	\$ 9,300,000	\$ 9,000,000	\$ 300,000	\$ 600,000	\$ 12,000,000	613	-	490	123	ALABAMA
ARIZONA	4,830,000	4,200,000	3,500,000	3,200,000	300,000	700,000	630,000	147	40	100	7	ARIZONA
ARKANSAS	15,500,000	6,500,000	5,000,000	4,000,000	1,000,000	1,500,000	9,000,000	930	500	400	30	ARKANSAS
CALIFORNIA	37,000,000	14,000,000	8,500,000	7,000,000	1,500,000	5,500,000	23,000,000	250	50	50	150	CALIFORNIA
COLORADO	9,550,000	4,550,000	3,972,500	3,972,500	1/	577,500	5,000,000	2/135	60	93	32	COLORADO
CONNECTICUT	10,285,289	7,785,289	4,785,289	3,000,000	1,785,289	3,000,000	2,500,000	113	-	80	33	CONNECTICUT
DELAWARE	3,830,000	2,930,000	2,770,000	2,000,000	770,000	160,000	900,000	70	-	-	70	DELAWARE
FLORIDA	32,000,152	14,000,152	13,157,152	13,157,152	1/	803,000	18,000,000	440	3/	70	3/ 200	FLORIDA
GEORGIA	20,324,750	7,324,750	5,624,750	5,024,750	600,000	1,700,000	13,000,000	442	160	154	118	GEORGIA
IDAHO	4,337,000	2,837,000	2,437,000	1,892,000	545,000	400,000	1,500,000	205	109	49	47	IDAHO
ILLINOIS	66,200,000	46,200,000	44,000,000	41,000,000	3,000,000	2,200,000	20,000,000	1450	250	-	1200	ILLINOIS
INDIANA	53,200,000	13,200,000	10,000,000	8,750,000	1,250,000	3,200,000	40,000,000	280	-	55	225	INDIANA
IOWA	29,534,108	13,584,108	9,994,103	8,071,144	1,922,964	3,590,000	15,000,000	1248	521	704	23	IOWA
KANSAS	19,072,000	9,072,000	7,072,000	5,000,000	2,072,000	2,000,000	10,000,000	595	300	200	95	KANSAS
KENTUCKY	22,000,000	12,000,000	10,250,000	10,250,000	1/	1,750,000	10,000,000	434	237	139	58	KENTUCKY
LOUISIANA	16,250,000	8,250,000	7,000,000	6,000,000	1,000,000	2,250,000	7,000,000	500	-	425	75	LOUISIANA
MAINE	12,383,400	8,983,400	6,483,400	5,333,400	1,100,000	2,500,000	3,900,000	422	-	335	35	MAINE
MARYLAND	10,316,398	7,116,398	3,450,000	2,750,000	700,000	3,166,398	3,200,000	130	-	55	75	MARYLAND
MASSACHUSETTS	25,000,000	13,000,000	11,400,000	10,800,000	600,000	1,600,000	12,000,000	230	-	160	70	MASSACHUSETTS
MICHIGAN	33,500,000	11,500,000	8,500,000	7,000,000	1,500,000	3,000,000	22,000,000	400	75	100	225	MICHIGAN
MINNESOTA	23,000,000	21,500,000	15,000,000	14,500,000	500,000	6,500,000	6,500,000	2582	1242	1250	190	MINNESOTA
MISSISSIPPI	12,250,000	6,250,000	5,000,000	3,250,000	1,750,000	1,250,000	6,000,000	320	90	180	50	MISSISSIPPI
MISSOURI	40,076,000	28,076,000	26,000,000	24,100,000	1,900,000	2,076,000	12,000,000	1500	500	350	650	MISSOURI
MONTANA	2,350,000	1,350,000	1,200,000	1,000,000	200,000	150,000	1,000,000	125	25	100	-	MONTANA
NEBRASKA	15,000,000	6,500,000	4,500,000	4,000,000	500,000	2,000,000	3,500,000	1230	400	800	30	NEBRASKA
NEVADA	2,070,000	1,670,000	1,410,000	1,300,000	110,000	260,000	400,000	149	-	149	-	NEVADA
NEW HAMPSHIRE	5,050,000	3,550,000	1,550,000	1,500,000	50,000	2,000,000	1,500,000	104	-	95	9	NEW HAMPSHIRE
NEW JERSEY	31,200,000	22,900,000	18,400,000	16,400,000	2,000,000	4,500,000	3,300,000	311	-	199	112	NEW JERSEY
NEW MEXICO	3,755,553	3,555,553	2,939,397	2,539,397	453,866	562,500	200,000	146	44	93	9	NEW MEXICO
NEW YORK	29,391,000	35,750,000	19,250,000	17,250,000	2,000,000	16,500,000	26,541,000	534	52	24	458	NEW YORK
NORTH CAROLINA	26,000,000	16,000,000	12,000,000	12,000,000	1/	4,000,000	10,000,000	728	304	180	244	NORTH CAROLINA
NORTH DAKOTA	8,950,000	5,450,000	5,000,000	3,500,000	1,500,000	450,000	3,500,000	1330	750	550	-	NORTH DAKOTA
OHIO	45,500,000	25,500,000	16,000,000	14,000,000	2,000,000	9,500,000	20,000,000	1450	50	1200	200	OHIO
OKLAHOMA	22,000,000	10,000,000	8,000,000	6,250,000	1,750,000	2,000,000	12,000,000	500	300	50	150	OKLAHOMA
OREGON	14,000,000	7,000,000	4,000,000	3,500,000	500,000	3,000,000	7,000,000	285	150	125	10	OREGON
PENNSYLVANIA	76,050,000	63,550,000	49,800,000	47,800,000	2,000,000	13,750,000	12,500,000	1100	-	240	950	PENNSYLVANIA
RHODE ISLAND	4,655,000	3,750,000	3,150,000	3,000,000	150,000	600,000	875,000	51	-	35	25	RHODE ISLAND
SOUTH CAROLINA	8,040,000	5,540,000	3,540,000	3,190,000	750,000	1,600,000	2,500,000	270	200	-	70	SOUTH CAROLINA
SOUTH DAKOTA	8,600,000	3,350,000	2,450,000	2,200,000	250,000	900,000	5,250,000	450	-	450	-	SOUTH DAKOTA
TENNESSEE	27,000,000	18,000,000	14,735,350	13,556,562	1,178,788	3,254,650	9,000,000	1359	393	834	132	TENNESSEE
TEXAS	44,000,000	28,000,000	20,000,000	18,000,000	2,000,000	8,000,000	15,000,000	1250	600	500	150	TEXAS
UTAH	4,140,798	3,640,798	3,170,753	2,863,793	302,000	470,000	500,000	228	-	228	-	UTAH
VERMONT	4,230,000	3,530,000	1,780,000	1,230,000	500,000	1,750,000	700,000	91	-	86	5	VERMONT
VIRGINIA	12,395,500	10,235,500	7,460,000	6,331,000	575,000	2,825,500	2,600,000	212	42	98	72	VIRGINIA
WASHINGTON	20,000,000	9,000,000	7,250,000	5,400,000	1,850,000	1,750,000	11,000,000	462	220	200	42	WASHINGTON
WEST VIRGINIA	15,750,000	13,750,000	12,000,000	11,120,000	880,000	1,750,000	6,000,000	705	301	263	141	WEST VIRGINIA
WISCONSIN	31,670,000	20,970,000	16,600,000	14,600,000	2,000,000	4,370,000	10,700,000	2350	-	2100	250	WISCONSIN
WYOMING	3,100,000	2,200,000	1,600,000	1,600,000	1/	600,000	900,000	150	70	90	-	WYOMING
TOTALS	\$1,030,236,948	\$ 598,590,943	\$461,615,400	\$ 413,916,703	\$ 47,593,697	\$ 137,075,543	\$ 431,656,000	29,216	8,145	14,320	5,751	TOTALS

REMARKS: ABOVE DATA REPORTED BY STATE HIGHWAY DEPARTMENTS OF RESPECTIVE STATES.

NOTES: 1/ BRIDGE EXPENDITURES INCLUDED WITH ROAD EXPENDITURES 2/ ONLY MILEAGE OF FEDERAL AID ROADS GIVEN. 3/ APPROXIMATE DETAILS.

THE BUREAU IS ALSO NOW RECOMMENDING IN MANY CASES THAT CONCRETE FLOOR BE ADOPTED ON BRIDGES IN PREFERENCE TO TIMBER. COMPARATIVE COST STUDIES ON A NUMBER OF PROPOSED PROJECTS HAVE SHOWN THE DIFFERENCE IN COST TO BE SO SMALL AS TO MAKE THE LESS DURABLE TYPE UNECONOMICAL.

FEDERAL RADIO AND TELEGRAPH SERVICE

THE RADIO AND TELEGRAPH SERVICES OF THE WAR DEPARTMENT ARE NOW AVAILABLE TO THE FIELD OFFICES OF ALL FEDERAL DEPARTMENTS AND THE CHIEF COORDINATOR AT WASHINGTON, D. C., HAS URGED THAT THESE MESSAGES BE TRANSMITTED BY COOPERATION WITH THE ARMY SIGNAL CORPS.

THE FOLLOWING POINTS ARE REACHED BY WAR AND NAVY DEPARTMENT LEASED WIRES:

WASHINGTON, D. C.	PHILADELPHIA, PA.	BOSTON, MASS.
BALTIMORE, MD.	NEW YORK, N. Y.	PORTSMOUTH, N. H.
ABERDEEN, MD.	NEW LONDON, CONN.	NORFOLK, VA.
EDGEWOOD, MD.	NEWPORT, R. I.	PORTSMOUTH, VA.

ALSO A SHORT LINE FROM BROWNSVILLE TO LAREDO, TEXAS.

RADIO NETS OF THE WAR AND NAVY DEPARTMENTS CONNECT THE FOLLOWING POINTS IN THE UNITED STATES:

ABERDEEN, MD.	BOSTON, MASS.	CHEYENNE, WYO.
ASTORIA, ORE.	BROWNSVILLE, TEX.	CHICAGO, ILL.
ATLANTA, GA.	BURLINGTON, VT.	COLUMBUS, O.
BALTIMORE, MD.	CHATTANOOGA, TENN.	CUMBERLAND, MD.
BIRMINGHAM, ALA.	CHARLESTON, S. C.	DALLAS, TEX.
DAYTON, O.	LOS ANGELES, CAL.	OMAHA, NEBR.
DENVER, COLO.	MARFA, TEX.	PENSACOLA, FLA.
DES MOINES, IA.	MIDDLETOWN, PA.	PORTLAND, ORE.
DETROIT, MICH.	MINNEAPOLIS, MINN.	SALT LAKE CITY, UTAH.
EDGEWOOD, MD.	MITCHELL FIELD, N.Y.	SAN ANTONIO, TEX.
EL PASO, TEXAS.	MONTGOMERY, ALA.	SAN DIEGO, CAL.
FORT BRADY, MICH.	MUSKOGEE, OKLA.	SAN FRANCISCO, CAL.
GREAT LAKES, ILL.	NEW LONDON, CONN.	SAVANNAH, GA.
INDIANAPOLIS, IND.	NEW ORLEANS, LA.	SEATTLE, WASH.
KANSAS CITY, MO.	NEWPORT, R. I.	ST. LOUIS, MO.
KEY WEST, FLA.	NEW YORK, N. Y.	ST. PAUL, MINN.
LAREDO, TEX.	NOGALES, ARIZ.	UNIONTOWN, PA.
LEAVENWORTH, KANS.	NORFOLK, VA.	WASHINGTON, D. C.

THE NAVY RADIO ALSO REACHES ALL OUR INSULAR POSSESSIONS AND MANY FOREIGN COUNTRIES.

The first of these is the fact that the
the second is the fact that the
the third is the fact that the

the fourth is the fact that the

the fifth is the fact that the
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the sixteenth is the fact that the
the seventeenth is the fact that the

the eighteenth is the fact that the	the nineteenth is the fact that the	the twentieth is the fact that the
the twenty-first is the fact that the	the twenty-second is the fact that the	the twenty-third is the fact that the
the twenty-fourth is the fact that the	the twenty-fifth is the fact that the	the twenty-sixth is the fact that the
the twenty-seventh is the fact that the	the twenty-eighth is the fact that the	the twenty-ninth is the fact that the
the thirtieth is the fact that the	the thirty-first is the fact that the	the thirty-second is the fact that the
the thirty-third is the fact that the	the thirty-fourth is the fact that the	the thirty-fifth is the fact that the
the thirty-sixth is the fact that the	the thirty-seventh is the fact that the	the thirty-eighth is the fact that the
the thirty-ninth is the fact that the	the fortieth is the fact that the	the forty-first is the fact that the
the forty-second is the fact that the	the forty-third is the fact that the	the forty-fourth is the fact that the
the forty-fifth is the fact that the	the forty-sixth is the fact that the	the forty-seventh is the fact that the
the forty-eighth is the fact that the	the forty-ninth is the fact that the	the fiftieth is the fact that the
the fifty-first is the fact that the	the fifty-second is the fact that the	the fifty-third is the fact that the
the fifty-fourth is the fact that the	the fifty-fifth is the fact that the	the fifty-sixth is the fact that the
the fifty-seventh is the fact that the	the fifty-eighth is the fact that the	the fifty-ninth is the fact that the
the sixtieth is the fact that the	the sixty-first is the fact that the	the sixty-second is the fact that the
the sixty-third is the fact that the	the sixty-fourth is the fact that the	the sixty-fifth is the fact that the
the sixty-sixth is the fact that the	the sixty-seventh is the fact that the	the sixty-eighth is the fact that the
the sixty-ninth is the fact that the	the seventieth is the fact that the	the seventy-first is the fact that the
the seventy-second is the fact that the	the seventy-third is the fact that the	the seventy-fourth is the fact that the
the seventy-fifth is the fact that the	the seventy-sixth is the fact that the	the seventy-seventh is the fact that the
the seventy-eighth is the fact that the	the seventy-ninth is the fact that the	the eightieth is the fact that the
the eighty-first is the fact that the	the eighty-second is the fact that the	the eighty-third is the fact that the
the eighty-fourth is the fact that the	the eighty-fifth is the fact that the	the eighty-sixth is the fact that the
the eighty-seventh is the fact that the	the eighty-eighth is the fact that the	the eighty-ninth is the fact that the
the ninetieth is the fact that the	the ninety-first is the fact that the	the ninety-second is the fact that the
the ninety-third is the fact that the	the ninety-fourth is the fact that the	the ninety-fifth is the fact that the
the ninety-sixth is the fact that the	the ninety-seventh is the fact that the	the ninety-eighth is the fact that the
the ninety-ninth is the fact that the	the hundredth is the fact that the	

the hundred and first is the fact that the
the hundred and second is the fact that the

THE WAR DEPARTMENT IS ANXIOUS TO DEVELOP THIS SERVICE TO THE FULLEST EXTENT BOTH IN THE INTEREST OF ECONOMY AND IN ORDER TO TRAIN AN EFFICIENT PERSONNEL FOR USE IN AN EMERGENCY.

THERE HAS BEEN SOME COMPLAINT BY THE DISTRICT OFFICES THAT MESSAGES ARE OCCASIONALLY EITHER NOT DELIVERED OR ELSE TRANSMITTED INACCURATELY. IT SHOULD BE REMEMBERED THAT THE COMMERCIAL COMPANIES ALSO MAKE ERRORS AND THAT THEIR PRESENT EFFICIENCY HAS BEEN REACHED ONLY AFTER CONSIDERABLE EXPERIENCE. IT IS BELIEVED THAT THE FACILITIES OF THE SIGNAL CORPS WILL IMPROVE RAPIDLY AS THE FEDERAL DEPARTMENTS TAKE ADVANTAGE OF THIS FREE SERVICE.

IT IS APPARENT THAT THE SYSTEMS MUST BE USED INTELLIGENTLY, OTHERWISE THE PURPOSE IS DEFEATED, NO ECONOMY IS EFFECTED, AND THE GOVERNMENT FACILITIES ARE UNNECESSARILY BURDENED. IT IS NOT CLAIMED THAT THE GOVERNMENT SYSTEMS CAN RIVAL OR ENTIRELY REPLACE THE GREAT COMMERCIAL SYSTEMS, THEY CAN, HOWEVER, BE USED TO GREAT ADVANTAGE AND ECONOMY BETWEEN POINTS AT WHICH GOVERNMENT COMMUNICATION OFFICES ARE LOCATED AND IN MANY CASES IN WHICH THE LONG TRANSMISSION IS MADE OVER GOVERNMENT FACILITIES AND ONLY A SHORT RELAY IS INVOLVED OVER A COMMERCIAL LINE.

DISTRICT ENGINEERS OF THE BUREAU MAY DETERMINE WHETHER IT IS ADVISABLE TO USE THIS SERVICE BY GETTING IN TOUCH WITH THE NEAREST RADIO TERMINAL AND FINDING THE COST OF THE COMMERCIAL TELEPHONE RELAY OF THE MESSAGE TO THE DISTRICT OFFICE. IN THE EVENT THAT THE SERVICE IS CONSIDERED DESIRABLE, SPECIFIC ARRANGEMENTS SHOULD BE MADE FOR THE TRANSMISSION OR DELIVERY OF MESSAGES. IT IS EVIDENT THAT FOR COAST TO COAST TRANSMISSION A GREAT SAVING IN TIME CAN BE EFFECTED BY THE USE OF THE FEDERAL RADIO AS COMPARED WITH THE EXISTING SPECIAL DELIVERY OR AIR MAIL SERVICES OF THE POST OFFICE DEPARTMENT.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

STATUS OF FEDERAL AID ROAD CONSTRUCTION FUNDS

AS OF FEBRUARY 29, 1926

STATES	APPORTIONMENT FROM JULY 1, 1916 TO DATE	2		3		PAID TO STATES	4		5		6				STATES				
		ALLOTTED TO PROJECTS (SEE COLUMN 6 FOR DETAILS)		PLACED UNDER CONSTRUCTION			BALANCE OF APPORTIONMENTS		ALLOTMENTS TO PROJECTS (SUBDIVISION OF AMOUNTS SHOWN IN COLUMN 2)										
		FEDERAL AID		MILES			PAID TO STATES		NDT ALLOTTED TO PROJECTS (COLUMN 1-2)		NDT YET PLACED UNDER CONSTRUCTION (COLUMN 1-3)		COMPLETED AND PAID			AGREEMENT STAGE		P.S. & E. STAGE RECOMMENDED BY DISTRICT ENGINEER	
		FEDERAL AID	MILES	FEDERAL AID	MILES		FEDERAL AID	MILES	FEDERAL AID	MILES	FEDERAL AID	MILES	FEDERAL AID	MILES		FEDERAL AID	MILES	FEDERAL AID	MILES
ALABAMA	\$ 14,349,455.00	\$ 10,876,984.19	1469.3	\$ 10,541,471.46	1452.7	\$ 9,536,800.87	\$ 3,472,470.81	\$ 3,807,983.54	\$ 7,377,089.43	1134.4	\$ 3,219,103.72	323.3	\$ 280,705.04	11.6	ALABAMA				
ARIZONA	9,617,249.00	6,558,597.98	821.7	6,430,437.19	795.0	6,150,645.37	3,028,661.11	3,136,811.81	5,652,823.21	706.0	864,577.01	107.6	71,187.67	8.1	ARIZONA				
ARKANSAS	11,605,304.00	10,071,014.98	1654.9	9,830,365.24	1617.5	8,748,068.99	1,534,789.02	1,775,434.76	7,064,326.42	1249.8	2,928,222.73	376.5	179,465.83	23.6	ARKANSAS				
CALIFORNIA	22,072,815.00	17,930,755.05	1330.5	17,923,403.67	1324.5	15,147,047.91	4,142,053.95	4,249,411.33	12,046,269.50	976.6	5,454,469.96	309.5	430,015.59	42.4	CALIFORNIA				
COLORADO	12,225,812.00	9,054,239.23	953.2	8,915,836.89	933.7	7,797,616.60	3,271,522.77	3,409,375.11	6,598,016.60	692.9	2,144,111.22	217.8	312,161.41	42.5	COLORADO				
CONNECTICUT	4,333,691.00	2,722,616.43	147.9	2,669,940.40	144.1	2,293,683.42	1,611,062.57	1,673,940.52	2,069,580.80	115.0	645,123.68	32.8	7,907.95	0.1	CONNECTICUT				
DELAWARE	2,474,059.00	2,146,520.35	152.6	2,037,520.35	142.1	1,893,347.53	367,537.65	376,537.65	1,703,735.60	115.4	389,784.75	22.7	9,000.00	10.5	DELAWARE				
FLORIDA	6,054,954.00	6,339,129.15	405.5	6,324,042.57	391.3	4,557,355.70	1,605,325.85	1,750,911.43	1,405,437.97	96.3	4,370,703.60	251.8	612,930.58	57.4	FLORIDA				
GEORGIA	19,431,953.00	16,621,944.59	2428.4	16,467,805.21	2395.3	14,549,337.25	1,807,009.31	1,964,147.79	11,070,951.45	1695.9	4,840,789.55	631.3	713,203.69	101.2	GEORGIA				
IDAHO	8,569,627.00	7,202,387.16	947.6	6,952,829.50	930.6	6,423,684.71	1,357,233.84	1,606,797.20	5,461,144.09	673.3	1,371,569.57	157.6	359,673.50	15.7	IDAHO				
ILLINOIS	29,932,198.00	23,162,909.04	1553.5	23,162,309.04	1553.1	22,336,516.00	6,669,339.96	6,669,339.96	19,672,697.59	1300.2	3,570,836.50	250.9	13,274.56	2.5	ILLINOIS				
INDIANA	18,204,355.00	15,461,354.45	972.8	15,612,854.99	960.1	13,323,362.74	2,132,950.55	2,591,500.02	7,130,275.22	469.2	8,662,550.22	503.6	22,529.01	2.5	INDIANA				
IOWA	19,485,563.00	15,774,454.39	2688.8	15,326,427.64	2544.5	13,506,611.42	3,711,103.61	4,449,135.36	11,427,859.05	2033.4	3,196,952.24	689.0	459,644.10	66.4	IOWA				
KANSAS	15,464,411.00	15,720,599.41	1786.2	15,730,735.72	1603.2	14,271,831.69	2,743,811.59	3,513,475.23	11,821,954.65	1096.3	3,917,319.49	267.0	991,395.27	22.0	KANSAS				
KENTUCKY	13,212,809.00	10,944,229.86	992.1	10,964,634.63	990.1	9,566,733.36	2,269,579.14	2,348,220.37	7,506,695.52	677.2	3,217,321.02	295.2	220,213.22	19.7	KENTUCKY				
LOUISIANA	9,272,409.00	7,633,639.33	1132.5	7,633,639.33	1132.5	6,759,117.45	1,594,759.17	1,594,759.17	5,793,405.72	906.5	1,629,354.53	142.9	270,779.59	43.1	LOUISIANA				
MAINE	6,464,329.00	4,945,424.45	355.8	4,939,121.67	361.1	4,145,460.46	1,154,403.55	1,565,506.37	4,154,972.23	300.7	780,452.32	59.1	13,274.56	2.5	MAINE				
MARYLAND	5,925,057.00	5,219,460.47	434.1	5,219,460.47	434.1	4,964,164.01	705,496.53	705,496.53	4,120,345.20	399.0	389,675.27	35.1	13,274.56	2.5	MARYLAND				
MASSACHUSETTS	10,103,726.00	7,415,879.26	419.3	7,330,525.06	401.4	6,161,599.54	2,432,916.74	2,774,200.94	5,743,137.19	321.3	1,626,706.60	83.2	245,480.27	13.8	MASSACHUSETTS				
MICHIGAN	20,342,265.00	15,931,559.67	1193.5	15,752,992.54	1166.2	14,229,305.79	4,411,775.33	4,699,332.46	11,111,352.98	314.2	4,307,703.96	241.4	514,032.73	27.9	MICHIGAN				
MINNESOTA	15,591,790.00	17,571,916.56	3679.4	17,469,916.56	3640.5	16,702,013.95	2,011,463.44	2,122,963.44	15,027,616.52	3115.2	2,126,300.00	512.9	210,000.00	47.4	MINNESOTA				
MISSISSIPPI	12,125,173.00	10,725,137.03	1473.8	10,300,609.84	1394.2	9,744,211.59	1,401,430.37	1,327,408.16	8,137,454.28	992.0	3,675,140.95	363.9	913,591.90	118.0	MISSISSIPPI				
MISSOURI	22,736,436.00	21,136,074.61	2064.4	20,463,503.13	2016.8	18,723,742.57	1,650,361.39	2,316,932.77	11,065,264.03	1347.1	3,004,363.98	652.6	1,129,002.60	59.7	MISSOURI				
MONTANA	13,424,835.00	7,777,523.05	1272.5	7,251,660.23	1162.2	6,735,341.11	7,251,660.23	6,173,224.77	6,235,474.88	1037.6	1,464,444.72	324.3	31,850.45	10.6	MONTANA				
NEBRASKA	14,635,235.00	11,439,453.84	2864.7	10,604,236.26	2770.5	8,468,744.57	3,546,231.16	4,031,349.74	5,126,316.75	1690.9	5,508,371.04	116.6	454,465.05	57.0	NEBRASKA				
NEVADA	8,795,215.00	7,775,128.96	853.4	7,775,128.96	853.4	7,225,338.12	1,020,036.14	1,020,036.14	4,639,145.04	512.4	1,637,910.36	339.4	48,173.56	2.6	NEVADA				
NEW HAMPSHIRE	3,163,432.00	2,656,693.82	255.7	2,651,704.26	255.2	2,449,011.00	512,793.18	517,737.74	2,137,501.90	235.7	309,223.80	25.0	368.22	0.1	NEW HAMPSHIRE				
NEW JERSEY	9,467,420.00	7,506,144.17	310.6	7,506,144.17	310.6	6,235,404.85	961,275.83	961,275.83	4,402,039.45	254.2	3,049,655.72	52.8	54,405.00	3.6	NEW JERSEY				
NEW MEXICO	4,467,111.77	4,467,111.77	1522.8	4,467,111.77	1522.8	4,467,111.77	4,467,111.77	4,467,111.77	4,467,111.77	1522.8	4,467,111.77	1522.8	4,467,111.77	1522.8	NEW MEXICO				
NEW YORK	34,045,195.00	27,166,059.54	1782.5	25,120,219.54	1645.7	20,101,693.44	6,479,135.46	3,934,375.46	15,555,839.90	1041.7	11,397,519.74	725.6	212,700.00	14.2	NEW YORK				
NORTH CAROLINA	15,717,206.00	14,106,693.01	1433.1	13,676,711.16	1401.6	12,537,933.91	1,610,512.99	2,040,434.84	10,400,364.63	1209.3	3,707,026.35	214.4	258,702.13	9.2	NORTH CAROLINA				
NORTH DAKOTA	8,210,493.00	8,210,493.00	2749.5	7,732,636.63	2618.6	6,655,963.71	2,537,765.99	3,016,122.37	5,914,773.59	2166.3	1,909,317.33	495.1	386,802.09	98.1	NORTH DAKOTA				
OHIO	25,731,796.00	21,329,377.64	1684.6	20,659,459.67	1627.1	18,974,367.92	4,402,413.36	5,072,326.33	17,275,217.28	1358.5	3,437,115.04	271.8	617,050.32	54.6	OHIO				
OKLAHOMA	15,159,787.00	14,239,625.06	1275.8	14,173,859.55	1263.5	13,107,337.28	1,775,151.94	1,830,127.45	11,100,271.61	993.2	2,717,489.98	233.7	471,863.47	8.9	OKLAHOMA				
OREGON	10,379,347.00	9,950,881.09	1061.0	9,654,121.51	1014.1	9,002,213.09	702,453.91	1,026,126.48	8,071,055.23	876.7	7,760,313.80	165.0	334,409.24	17.3	OREGON				
PENNSYLVANIA	31,433,751.00	28,503,152.49	1577.0	27,236,782.90	1594.9	24,590,203.33	2,855,226.11	4,052,598.10	17,731,322.43	947.4	9,666,654.06	660.4	1,093,176.40	79.2	PENNSYLVANIA				
RHODE ISLAND	2,607,169.00	1,997,023.87	115.2	1,987,023.87	115.2	1,912,229.30	690,545.13	690,545.13	1,512,229.30	95.3	474,795.57	29.9	692,951.08	66.3	RHODE ISLAND				
SOUTH CAROLINA	9,127,562.00	9,127,562.00	1717.8	8,956,021.26	1684.5	7,543,397.07	1,312,264.61	1,302,209.57	5,593,034.49	1306.0	2,845,502.74	343.5	254,051.04	21.0	SOUTH CAROLINA				
SOUTH DAKOTA	11,166,755.00	9,864,591.43	2599.9	9,864,591.43	2599.9	9,091,090.69	1,312,264.61	1,302,209.57	7,912,499.92	1975.8	1,874,089.52	64.1	77,991.69	6.3	SOUTH DAKOTA				
TENNESSEE	15,480,691.00	13,521,074.92	996.0	13,144,495.51	993.4	11,558,591.06	1,759,516.18	2,136,095.49	9,270,611.66	677.2	3,172,540.12	247.6	1,077,923.04	71.2	TENNESSEE				
TEXAS	40,606,431.00	35,620,626.92	5865.8	34,234,719.08	5729.0	30,245,379.86	4,935,904.08	6,371,766.92	26,816,339.17	4582.2	7,760,313.80	1098.6	2,043,973.95	195.0	TEXAS				
UTAH	7,818,773.00	6,365,909.45	700.9	6,335,963.90	700.8	6,656,644.33	1,452,963.55	1,432,209.57	4,180,343.77	436.4	2,094,023.08	255.2	121,442.62	9.3	UTAH				
VERMONT	3,268,507.00	2,456,123.25	157.6	2,456,123.25	157.6	2,104,912.48	912,183.75	912,183.75	1,906,763.17	129.2	541,827.36	23.4	7,532.72	73.7	VERMONT				
VIRGINIA	13,501,514.00	13,225,136.58	1193.7	13,225,136.58	1193.7	10,791,876.66	2,707,337.32	1,630,183.44	9,590,993.55	944.5	2,263,913.50	170.5	1,374,375.53	17.3					

PROGRESS OF FEDERAL HIGHWAY LEGISLATION

H. R. 8264 - PASSED BY THE HOUSE ON FEBRUARY 2, 1926.

PASSED BY THE SENATE WITH AMENDMENTS ON FEBRUARY 27, 1926.

MAKES APPROPRIATIONS FOR THE DEPARTMENT OF AGRICULTURE FOR THE FISCAL YEAR ENDING JUNE 30, 1927, AND FOR OTHER PURPOSES.

\$5,000,000 IS APPROPRIATED FOR FOREST ROADS AND TRAILS OF WHICH \$3,725,000 IS PART OF THE \$7,500,000 AUTHORIZED FOR THE FISCAL YEAR 1926 AND THE BALANCE - \$1,275,000 - IS APPROPRIATED FOR THE FISCAL YEAR 1927.

\$75,000,000 IS APPROPRIATED FOR FEDERAL-AID ROADS, OF WHICH \$23,800,000 IS THE REMAINDER OF THE \$75,000,000 AUTHORIZED FOR THE FISCAL YEAR 1925 AND \$51,200,000 IS PART OF THE \$75,000,000 AUTHORIZED FOR THE FISCAL YEAR 1926.

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S. 3074 - INTRODUCED IN THE SENATE ON FEBRUARY 10, 1926, BY T. J. WALSH OF MONTANA.

PROVIDES THAT THE UNEXPENDED PORTIONS OF THE 1920 AND 1925 MONTANA FEDERAL-AID HIGHWAY APPROPRIATIONS SHALL NOT BE REAPPORTIONED AMONG THE BALANCE OF THE STATES AT THE EXPIRATION OF THE TWO YEAR LIMIT BUT THAT THESE FUNDS BE SPENT ON THE CONSTRUCTION OF THE ROAD FROM RED LODGE, MONTANA, THROUGH COOKE CITY TO CONNECT WITH THE EXISTING HIGHWAY LEADING TO YELLOWSTONE NATIONAL PARK.

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H. R. 9504 - INTRODUCED IN THE HOUSE ON FEBRUARY 18, 1926, BY C. C. DOWELL OF IOWA.

AMENDS THE FEDERAL-AID ROAD ACT OF JULY 11, 1916, AS PREVIOUSLY AMENDED AND SUPPLEMENTED.

PROVIDES FOR AN AUTHORIZATION OF \$75,000,000 FOR
FEDERAL-AID HIGHWAYS AND \$7,500,000 FOR FOREST
ROADS AND TRAILS FOR EACH OF THE FISCAL YEARS
1928 AND 1929.

THE BILL WAS ENDORSED BY REPRESENTATIVES OF THE
FOLLOWING ORGANIZATIONS WITH DULY AUTHORIZED
STATEMENTS:

1. AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS.
2. AMERICAN AUTOMOBILE ASSOCIATION.
3. AMERICAN BANKERS ASSOCIATION.
4. AMERICAN FARM BUREAU FEDERATION.
5. AMERICAN FEDERATION OF LABOR (BY RESOLUTION FILED).
6. NATIONAL GRANGE.
7. AMERICAN ROAD BUILDERS ASSOCIATION (BY
RESOLUTION FILED)
8. NATIONAL AUTOMOBILE CHAMBER OF COMMERCE.
9. THE CHAMBER OF COMMERCE OF THE UNITED STATES.

ROAD MATERIALS FROM INDIAN RESERVATIONS MUST BE
PURCHASED FOR OUTSIDE USE

CONTRIBUTED BY THE LEGAL SECTION

THE BUREAU RECENTLY HAD OCCASION TO TAKE UP WITH THE INDIAN
OFFICE THE MATTER OF PROCURING MATERIALS FROM AN INDIAN RESERVA-
TION FOR USE ON A FEDERAL-AID PROJECT OUTSIDE OF THE RESERVATION.
PERMISSION TO SECURE THE MATERIAL WAS SOUGHT BY THE HIGHWAY
DEPARTMENT OF ONE OF THE STATES. THE INDIAN OFFICE TOOK THE
POSITION THAT MATERIALS COULD NOT BE TAKEN FROM A RESERVATION FOR
USE OUTSIDE WITHOUT PAYMENT, BUT THAT SUITABLE MATERIALS AVAILABLE
WITHIN A RESERVATION MAY BE USED FREE OF CHARGE IN THE CONSTRUCTION
OF A ROAD LOCATED WITHIN THE RESERVATION. THE POSITION OF THE
INDIAN OFFICE IS BASED ON THE FACT THAT UNDER THE LAW ITS STATUS
IS THAT OF TRUSTEE FOR THE INDIANS, AND THAT SINCE THE INDIAN
RESERVATIONS ARE SET ASIDE FOR THE USE AND BENEFIT OF THE INDIANS,
THE OFFICE CAN NOT DISPOSE OF ANYTHING OF VALUE DERIVED FROM THEM
WITHOUT RECEIVING A REASONABLE RETURN. ON THE OTHER HAND A ROAD
BUILT WITHIN AN INDIAN RESERVATION MAY PROPERLY BE REGARDED AS
BEING FOR THE USE AND BENEFIT OF THE INDIANS SO THAT MATERIALS
FROM WITHIN THE RESERVATION MAY BE USED IN ITS CONSTRUCTION WITHOUT
CHARGE.

WORKING DRAWINGS AND SPECIFICATIONS OF
UNITED STATES HIGHWAYS SIGNS READY

CONTRIBUTED BY THE DIVISION OF DESIGN

WORKING DRAWINGS FOR THE ROUTE MARKERS, DIRECTION AND INFORMATION, AND DANGER AND CAUTION SIGNS ADOPTED FOR USE ON THE UNITED STATES HIGHWAYS ARE EXPECTED TO BE COMPLETED AND IN THE HANDS OF THE STATE HIGHWAY DEPARTMENTS BY APRIL FIRST. THE STANDARD DRAWINGS ARE BEING PREPARED IN THE FORM OF WHITE PRINTS TWENTY-SEVEN INCHES SQUARE ARRANGED IN NUMBERED SERIES. THE M SERIES COVER THE MARKERS IN THE FORM OF UNITED STATES SHIELDS, INCLUDING THE SMALL RIGHT AND LEFT TURN SHIELDS. THE W SERIES INCLUDE THE WARNING SIGNS. THE C SERIES CONSIST OF THE CAUTION SIGNALS. THE A SERIES EMBRACE THE VARIOUS SIZES OF ALPHABETS WHICH WILL BE USED FOR LETTERING THE SIGNS. THE LARGEST LETTERS WILL BE 8 INCHES HIGH AND THE SMALLEST 2 INCHES. LETTERS OF THE SAME HEIGHT WILL BE USED IN DIFFERENT WIDTHS AND THESE WIDTHS WILL BE EXPRESSED BY LETTERS BEGINNING WITH A FOR THE NARROWEST AND INCREASING TO F WHICH IS THE GREATEST WIDTH PLANNED FOR THE PRESENT. IT IS EXPECTED THAT 152 SHEETS WILL COVER THE ENTIRE SERIES NOW PROJECTED.

TENTATIVE SPECIFICATIONS FOR THESE UNIFORM SIGNS AND MARKERS ARE BEING PREPARED AS PROPOSED BY THE JOINT BOARD ON INTERSTATE HIGHWAYS. THESE SPECIFICATIONS CONTEMPLATE THE FABRICATION AND FINISHING OF THE ROAD SIGNS AND MARKERS IN WOOD, EMBOSSED METAL, CAST IRON, CAST STEEL, OR CAST ALUMINUM, AS DESIRED BY THE PURCHASERS. THEY WILL BE USED IN CONNECTION WITH THE STANDARD DRAWINGS PREVIOUSLY REFERRED TO IN CALLING FOR BIDS FROM MANUFACTURERS. THESE SPECIFICATIONS, WITH THE EXCEPTION OF THOSE FOR THE WOODEN SIGNS AND MARKERS, ARE NOW READY FOR DISTRIBUTION.

LATER ON A MANUAL FOR THE ERECTION OF THE SIGNS AND MARKERS WILL BE PREPARED. THIS WILL EXPLAIN SUCH DETAILS AS THE DEGREE OF CURVATURE UPON WHICH CURVE SIGNS ARE TO BE USED, THE PER CENT OF GRADE AND OTHER CONDITIONS GOVERNING THE NEED FOR A SHIFT-GEAR SIGN AND THE METHOD FOR PLACEMENT OF THE SIGN, PARTICULARLY ITS POSITION WITH RELATION TO THE ROADWAY.

THE BUREAU OF STANDARDS HAS CHECKED THE COLOR VALUE OF A SAMPLE OF YELLOW PAINT AND FIVE GALLONS OF THIS COLOR WILL BE ORDERED. LIQUID SAMPLES IN 1/2-PINT TINS WILL BE DISTRIBUTED TO THE VARIOUS STATE HIGHWAY DEPARTMENTS. A FEW SAMPLES WILL BE AVAILABLE FOR INDUSTRIAL CONCERNS. TWO OR THREE MANUFACTURERS HAVE SIGNIFIED THEIR INTENTION OF MANUFACTURING PAINT OF THIS STANDARD YELLOW COLOR AND HAVE TENTATIVELY SUGGESTED THE NAME "FEDERAL YELLOW."

TRAFFIC REGULATION

Overloading of trucks is discouraged by weighing heavy vehicles at unpermitted times and places and unloading the overload by the roadside.



Highway center lines save lives by separating traffic at curves and hills. They are more frequently disregarded by motorists than by truck drivers.



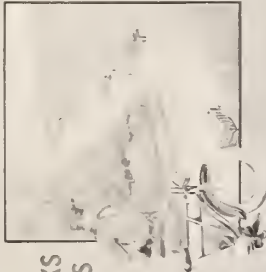
Police supervision is essential for effective traffic control. Center lines, warning signs and other safety devices are only partially effective.



REGULATION OF VEHICULAR LOADS AND OPERATION PROTECTS THE ROADS AND ROAD USERS



OVERLOADED TRUCKS DESTROY PAVEMENTS RECKLESS MOTORISTS DESTROY HUMAN LIVES



How Traffic Affects Road Design

WIDTH Average driving practice demands 18 ft. on 2-lane roads; 24 feet is too wide for 2 lanes and not wide enough for 3 lanes.



CROWN To avoid uncomfortable tilt, crowns should not exceed $2\frac{1}{4}$ in. on 18 ft. roads. Steep crowns cause traffic to hug the center.



THICKNESS Trucks run about one foot closer to the pavement's edge than passenger cars. This is another reason for thickened edges.



SUPERELEVATION Banked curves should have a plane surface. Crowned sections cause vehicles to move toward the center.



SHOULDER To accommodate passing vehicles, pavements less than 18 ft. wide should have slope shoulders.



PROCEDURE NECESSARY TO SECURE BUREAU EXHIBITS

IN THE PAST THERE SEEMS TO HAVE EXISTED A LACK OF UNDERSTANDING OF THE PROCEDURE NECESSARY TO SECURE BUREAU EXHIBITS. IN A NUMBER OF CASES THE INITIAL REQUESTS HAVE BEEN REFERRED TO THE HEADQUARTERS OFFICE AND IN CONSEQUENCE NEGOTIATIONS HAVE BEEN DELAYED. THE SECRETARY HAS DELEGATED THE AUTHORITY TO DISTRIBUTE ALL EXHIBITS OF THE DEPARTMENT TO THE OFFICE OF EXHIBITS WHICH IS DIRECTED BY MR. J. W. HISCOX. THAT OFFICE PREPARES AND PAYS ALL COSTS INCIDENTAL TO THE DISPLAY OF DEPARTMENT EXHIBITS AT WHAT ARE DESIGNATED AS ELIGIBLE FAIRS. THESE INCLUDE STATE OR INTERSTATE AGRICULTURAL FAIRS. ON THE CONTRARY ROAD SHOWS AND SIMILAR CONVENTIONS ARE IN THE NON-ELIGIBLE CLASS AND THERE ARE NEITHER DEPARTMENT NOR BUREAU FUNDS AVAILABLE FOR THE TRANSPORTATION, AND DISPLAY CHARGES AT SHOWS OF THIS CHARACTER. IN ORDER TO MAKE EXHIBITS AVAILABLE FOR ROAD CONVENTIONS, THE BUREAU BEARS THE COST OF PREPARATION OF THE MATERIAL. THE CONVENTION MUST FORWARD A CERTIFIED CHECK TO THE OFFICE OF EXHIBITS AT WASHINGTON, D. C., TO COVER THE COST OF TRANSPORTATION, DRAYAGE, LIGHTING, ERECTION, WATCHING AND DISMANTLING BEFORE THE EXHIBIT WILL BE SHIPPED FROM ALEXANDRIA, VIRGINIA.

DISTRICT ENGINEERS MAY EXPEDITE REQUESTS FOR BUREAU EXHIBITS BY REFERRING CORRESPONDENTS DIRECTLY TO THE OFFICE OF EXHIBITS. THE PERSON MAKING THE REQUEST SHOULD STATE SPECIFICALLY THE NATURE AND PURPOSE OF THE SHOW, THE EXACT DATES AND THE DIMENSIONS AND CHARACTER OF THE SPACE. FOR THE LARGER CONVENTIONS THE BUREAU MAY BE ABLE TO SEND AN EXPERT TO INSTALL, MAINTAIN AND DISMANTLE THE EXHIBIT.

UPON RECEIPT OF A REQUEST IT IS REFERRED BY THE OFFICE OF EXHIBITS TO THIS BUREAU FOR RECOMMENDATION. IF APPROVED, THEY PROCEED WITH THE ARRANGEMENT OF THE DETAILS OUTLINED ABOVE. SINCE REQUESTS MUST BE MADE ULTIMATELY TO THE OFFICE OF EXHIBITS BY THE MANAGER OF A CONVENTION, IT WOULD SAVE TIME IF DISTRICT ENGINEERS WOULD REFER THEM DIRECTLY TO THE OFFICE OF EXHIBITS RATHER THAN TRANSMIT THEM THROUGH THE HEADQUARTERS OFFICE. SIMULTANEOUSLY DISTRICT ENGINEERS SHOULD TRANSMIT THEIR RECOMMENDATIONS TO HEADQUARTERS SO THAT THIS OFFICE WILL BE IN A POSITION TO PASS UPON A REQUEST IMMEDIATELY WHEN REFERRED HERE BY THE OFFICE OF EXHIBITS.

BUREAU LIBRARY MOVED TO PROVIDE FOR NECESSARY EXPANSION

THE BUREAU LIBRARY HAS BEEN MOVED FROM THE EIGHTH TO THE FIRST FLOOR IN ORDER TO SECURE SPACE FOR EXPANSION AND IMPROVE THE FACILITIES FOR SERVICE. THERE IS NOW ROOM ON THE SHELVES TO ACCOMMODATE THE EXPECTED ACCESSIONS OF THE IMMEDIATE FUTURE AND PROVISION HAS BEEN MADE FOR FURTHER EXPANSION LATER.

THE LIBRARY IS NOW PROBABLY THE MOST COMPLETE OF ITS KIND IN THE COUNTRY. PRIOR TO 1921 ABOUT 25 BOOKS AND PAMPHLETS WERE ADDED TO THE SHELVES EACH MONTH. SINCE THEN BOOK LISTS AND MAGAZINES CONTAINING REVIEWS OF NEW BOOKS AND REPORTS, HAVE BEEN SCANNED REGULARLY, AND THE AVERAGE MONTHLY ACCESSION OF BOOKS AND PAMPHLETS HAS INCREASED TO 125. IN ADDITION, THE BUREAU ALSO SUBSCRIBES TO 275 MAGAZINES WHICH ARE RECEIVED REGULARLY.

THERE HAS BEEN A CORRESPONDING INCREASE IN THE MONTHLY CIRCULATION FIGURES. THESE HAVE RISEN FROM 75 BOOKS AND 600 MAGAZINES IN 1921 TO THE PRESENT AVERAGE OF 250 BOOKS AND NEARLY 1400 MAGAZINES. THE MAXIMUM FIGURE FOR THE LATTER REACHED 1805 IN ONE MONTH. THE NEW PUBLICATIONS ANNOUNCED IN THE WEEKLY MIMEOGRAPHED LISTS ALONE ARE CIRCULATED IN RESPONSE TO AN AVERAGE OF 700 SEPARATE REQUESTS.

THE LIBRARY AS IT IS NOW CONSTITUTED IS NOT MERELY A BOOK REPOSITORY. IT IS AN AGENCY FOR BIBLIOGRAPHICAL RESEARCH. THE WEEKLY MIMEOGRAPHED LIST BESIDES BRINGING TO THE ATTENTION OF THE WORKERS IN THE BUREAU, ALL IMPORTANT CURRENT HIGHWAY NEWS AND INFORMATION IS ALSO USED AS THE BASIS OF A CONSTANTLY GROWING INDEX BY MEANS OF WHICH IT IS POSSIBLE, ON SHORT NOTICE, TO COMPILE BIBLIOGRAPHIES ON NEARLY EVERY SUBJECT. THESE FURNISH A WEALTH OF REFERENCES WHEN SUPPLEMENTED BY THE REGULAR LIBRARY CATALOGUE AND THE COMMERCIAL INDEXES FOR WHICH THE BUREAU SUBSCRIBES REGULARLY.

THE LIBRARY IS IN A POSITION IN THIS WAY TO FURNISH VALUABLE SERVICE TO RESEARCH WORKERS BY PROVIDING ACCESS TO DATA ON PROJECTS WHICH ARE SIMILAR TO THOSE PROPOSED OR IN PROGRESS BY THE BUREAU. A STUDY OF THIS INFORMATION BEFORE A RESEARCH PROJECT IS BEGUN MAY PREVENT A DUPLICATION OF WORK ALREADY ACCOMPLISHED ELSEWHERE.

THE HISTORY OF THE UNITED STATES OF AMERICA

THE HISTORY OF THE UNITED STATES OF AMERICA, FROM THE FIRST SETTLEMENTS TO THE PRESENT TIME, IN THREE VOLUMES. VOL. I.

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ANOTHER FUNCTION OF THE LIBRARIANS IS THAT OF READING THE CONGRESSIONAL RECORD AND KEEPING A CARD RECORD OF THE PROGRESS OF LEGISLATION. COPIES OF ALL BILLS, REPORTS, AND IMPORTANT HEARINGS BEARING DIRECTLY OR INDIRECTLY UPON THE INTERESTS OF THE BUREAU ARE KEPT ON FILE AND ARE AVAILABLE AT ALL TIMES.

THE AIM OF THE LIBRARIANS IN THEIR NEW QUARTERS WILL BE TO PROVIDE A MAXIMUM OF SERVICE TO THE WORKERS OF THE BUREAU. THE SERVICE CAN BE MORE EFFECTIVELY RENDERED IF REQUESTS ARE CAREFULLY AND SPECIFICALLY MADE. THIS WILL ELIMINATE UNNECESSARY WORK AND SO INCREASE THE TOTAL OUTPUT OF THE LIBRARY STAFF. IT IS HOPED THAT THE RULE OF SILENCE WHICH IS THE CUSTOM OF ALL LIBRARIES WILL BE OBSERVED BY THOSE WHO USE THE NEW AND MORE COMMODIOUS QUARTERS.

1. The first part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of the history of the United States is essential for a full understanding of the country and its people. The paper then goes on to discuss the various methods used by historians to study the past, including the use of primary and secondary sources, and the importance of critical thinking in the study of history.

2. The second part of the paper discusses the role of the federal government in the development of the United States. It is argued that the federal government has played a central role in the development of the country, and that its actions have shaped the course of American history. The paper then goes on to discuss the various policies and programs of the federal government, and the impact of these policies and programs on the country and its people.

3. The third part of the paper discusses the role of the states in the development of the United States. It is argued that the states have played a central role in the development of the country, and that their actions have shaped the course of American history. The paper then goes on to discuss the various policies and programs of the states, and the impact of these policies and programs on the country and its people.

4. The fourth part of the paper discusses the role of the people in the development of the United States. It is argued that the people have played a central role in the development of the country, and that their actions have shaped the course of American history. The paper then goes on to discuss the various policies and programs of the people, and the impact of these policies and programs on the country and its people.